





HISTORICAL & DESCRIPTIVE & STATISTICAL



ALTOONA

PENNSYLVANIA

A. D.

1896

Illustrated by the Pen and the Photographer's and Engraver's Art. Published for The Board of Trade.

LAKEMONT PARK.



NE HUNDRED AND SIX ACRES of wooded land, side of a mountain converted into a little Paradise. Thirteen acres of water, with boats and electric launch. Large Casino, where entertainments are given afternoon and evening during summer. Carousel for little people. Shrubbery and flowers, picturesque paths, rustic bridges. All brilliantly lighted by electricity. Fifteen minutes' ride from Altoona or Hollidaysburg, and cars every seven minutes. Grounds are free. Popular place for conventions, picnics and outings. For further information address,



By transfer 007 20 1915

The Altoona and Logan Valley Electric Railway Co. Altoona, Pa.

SECURE AN IDEAL HOME AT LLYSWEN.



WHITTIER AVENUE STATION, LLYSWEN, Erected in 1895. (Beezer Bros., Architects).

PICTURESQUE location unsurpassed; with all the advantages of an urban and suburban home comprising 200 acres, one-half of which has been plotted. Streets graded, permanent walks laid and beautified with thousands of choice shade trees.

Located between Altoona and Lakemont Park, but five minutes ride from the city line and twelve minutes from the Post Office. In natural and artificial advantages it leads all suburbs, and with its ease of access is much more desirable for homes than most of the sites within the city limits.

A Few of its Advantages.

First-The Altoona & Logan Valley Electric Railway, with its double track, runs through the centre of this suburb.

Second—An abundant supply of the best mountain water (as pure and abundant in August as in April) has been piped specially for the use of residents of Llyswen, having a 200-foot head or about 35 per cent. greater pressure than the Altoona city water supply, an important factor in case of fire.

Third—Dust and smoke, the bane of Altoona housekeepers, entirely absent and housekeeping here, from a drudgery becomes a pleasure.

Fourth—The question of sewerage and light will no doubt be met the coming season, a large sewer is now being constructed through the entire property, which will afford cheap and ample drainage. The Altoona and Logan Valley electric Railway are now furnishing electric arc lights for street lighting. The extension of the Altoona Gas Company's mains and the wires of the Altoona Edison Electric Illuminating Company is assured.

Fifth—To the children's delight each lot is almost half an acre in extent, ensuring health as well as pleasure to the little ones, and the price of these lots is less than even in the cheapest city localities where the areas are less than half the extent of those in Llyswen.

Sixth—With each lot is given stock in the Company equal to price of lot, until \$50,000 worth of lots have been sold.

Seventh--Each person building a home in Llyswen gets an annual pass for one year over the electric road between Altoona and Llyswen.

A number of modern homes have been built and are now occupied, others are in course of construction and contract. No pains or expense will be spared by the Home Company to further beautify the new suburb or add to the comfort of its residents, its aim being to bring modern homes with pleasant surroundings within reach of all.

TERMS: Lots sold on easy monthly payments. The best inducements ever offered hereabouts either for homes or investments. For further information or particulars call on or address

THE ALTOONA SUBURBAN HOME CO.,

J. D. BLOOMHARDT, AGENT.

1106 Twelfth Street, Altoona.

Um. F. Sable & Co.



The Daylight Store.

PERHAPS NO other house in Central Pennsylvania so little needs an introduction to the public. For twelve years this name has been spreading far and wide through the counties adjacent to Blair. To-day the name is a household word for fifty miles around, and not unknown, perhaps, for fifty more.

And This is Why.

UP-TO-DATE and agressive; aiming, with marked success, to give to Altoona the Best Dry Goods Store in Central Pennsylvania; metropolitan Shopping by Mail. in its management; quick to adopt every new feature which betters its service; procuring at all times for its patrons the very latest and best productions of the world's markets, it has received the recognition which its merits deserved, and stands to-day, without a peer in Central Pennsylvania, as a modern, up-to-date Department Store.

CONSTANT, untiring energy to have at all times the best-but bought with the shrewdness and skill which gives to the public the best at the price of the ordinary. This is the strongest characteristic which has marked its phenominal success.

THE RELIABILITY of its advertising announcements, which never swerve from the strict truth, has given to them a weight never to be attained by the announcements of a house which is less faithful to its promises.

THE MAIL-ORDER DEPARTMENT of this house is systematically arranged for the most prompt and efficient service. No house anywhere takes more pains to carefully and satisfactorily serve its mail-order patrons. Satisfaction is always guaranteed, or money promptly refunded.

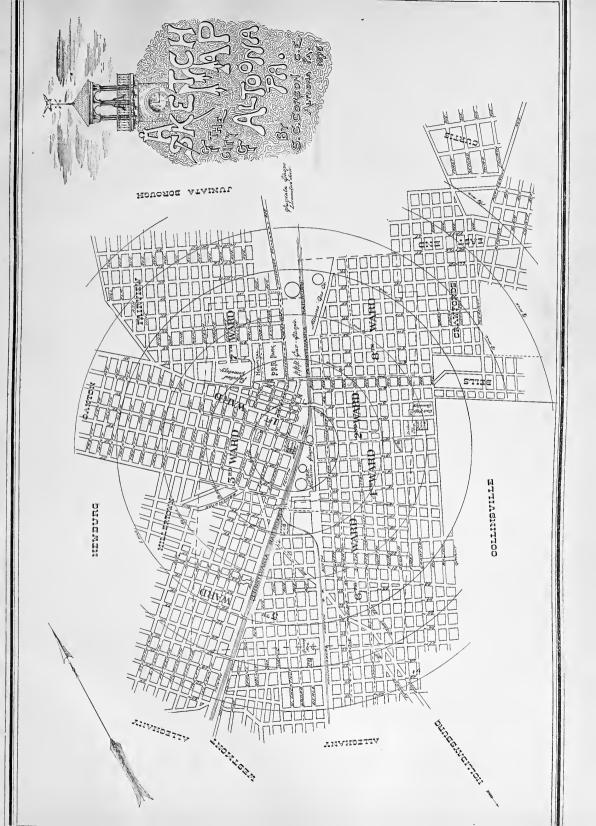
The Quickest Mail Order House in Central Pennsylvania. 💸

WILLIAM F. GABLE & CO. 30

1320,22 Eleventh Avenue.

ALTOONA, PENNA,

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ILLUSTRATED



A COMPLETE PEN-PICTURE OF THE CITY OF ALTOONA, PENNSYLVANIA AT THE CLOSE OF THE YEAR 1895.

HISTORICAL. X DESCRIPTIVE. X STATISTICAL.



DEPICTING IT'S ADVANTAGES, BOTH NATURAL AND ACQUIRED, AND IT'S BRILLIANT FUTURE PROSPECTS AS A GREAT RAILROAD CITY.

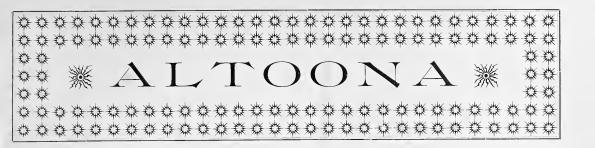
THE COMING METROPOLIS OF CENTRAL PENNA.

With a Map of the City and Engravings of Prominent Buildings, Important Localities and Representative Citizens.

PREPARED AND EDITED BY CHARLES B. CLARK, ESQ. FOR THE BOARD OF TRADE.



Dedicated to the Friends of Progress.



LOCATION AND DESCRIPTION,



I.TOONA is situated about thirty miles southwest of the geographical center of the great state of Pennsylvania, just at the eastern base of the Alle-

gheny mountains, near the headwaters of the Juniata river; the "Blue Juniata" of Indian song and legend, and on the Pennsylvania railroad. It lies in the upper or western end of Logan valley, or "Tuckahoe" as this vicinity was calledin early days, in the central part of Logan Township, in Blair County. By rail it is 117 miles east of Pittsburg and 235 west of Philadelphia, although an air line would e one-fourth to one-third less. Baltimore and Washington are 150 miles southeast and Buffalo 200 miles directly north, but by rail the distance to these points is nearly twice as great.

Originally laid out in a narrow valley, it has filled this and climbed the hills on either side and grown in all directions, so that a large part of it is built on hills of moderate elevaton. The city lines as now established embrace a critory two and one-fourth miles long and one and one-fourth miles wide, but it is built up as a city a distance of four miles long and two miles wide. Less than fifty years old, it has grown with such surprising rapidity that it is now the eighth city in the state, in population, and second to none in material prosperity.

The lowest ground in the city is 1120 feet above the level of the ocean and the hills rise 100 to 150 feet higher, making the site and surroundings picturesque in the extreme and furnishing innumerable points of observation, from which nearly the entire city may be taken in at one view; yet in few places are the ascents so abrupt as to interfere with the laying out and grading of streets and avenues. The railroad passes through the heart of the city from northeast to southwest and the avenues are laid out parallel with the tracks. Crossing these at right angles are thoroughfares of equal width denominated streets; and both streets and avenues are given numerical names, beginning at a base line and numbering in regular order from that. First avenue is near the southeastern boundary of the city and First street, near the northeastern limit. To this general rule there are some exceptions but on the whole, the city may be said to be regularly laid out.

In the central part of the city, on the lower ground, are located the railroad company's machine and locomotive

shops, freight warehouse, passenger station and an immense hotel, around which the business of the city clusters, this being the "hub;" although the ever increasing business of the road has necessitated the building of additional shops at two other places in the eastern suburbs.

Altoona is unique in having its site away from any considerable stream of water but to the northeast a short distance is the Little Juniata, and to the southwest Mill-run, both of which furnish a considerable quantity of pure mountain spring water, while still farther to the west and south are Kittanning and Sugar-run streams, the former being the source of supply for the city water system.

The character of the buildings of Altoona is very creditable, considering her youth. There are 7,000 to 8,000 dwellings within city limits, inhabited by 36,000 industrious, frugal, well-informed, cheerful and happy people, while 2,000 more houses and 8,000 more people are just without the corporate lines. All taken together make one thriving city of 44,000 inhabitants; and the time is not far distant when its boundary lines will be extended to include them all as well as the 10,000 more people who will have their homes here when Altoona celebrates her semi-centennial.

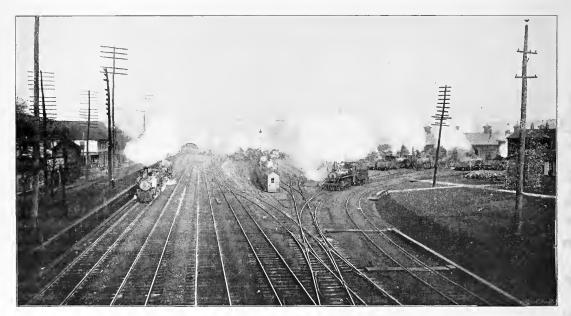
Aside from the business blocks, which are nearly all brick, about three-fourths of the buildings are frame, a few are stone, and the remainder brick or brick cased; nearly all are neat and comfortable, many are more than this; while not a few are palatial in architectural design and finish, the home of wealth and refinement. Eleventh avenue, on the northwest side of the railroad, from Eleventh street to Seventeenth street, is the great commercial and mercantile center, where real estate and rents are highest. Here are the banks, newspapers, postoffice, the great dry-goods stores and hotels, with the passenger station but one square distant. The wholesale establishments are principally on Eleventh street between Tenth and Eleventh avenues, and Green, and Eleventh avenues, between Seventh and Ninth streets. The manufacturing district, aside from the railroad shops, is on Ninth and Margaret avenues, west of Seventeenth street; and this is also the location of the retail coal trade and dealers in builders supplies, lime, sand, brick, terracotta pipe, etc. Other business centers of considerable importance are Twelfth street and Eighth avenue, Eighth avenue and Ninth street, and Fourth street and Sixth avenue. The most

desirable residence locations are on Twelfth avenue between Eleventh and Sixteenth streets, and Broad avenue, formerly Broad street, between Nineteenth and Twenty-seventh streets, and Fourteenth avenue near Eleventh street.

The street car lines, City Passenger and Logan Valley, motive-power electricity since 1891, traverse Eleventh avenue from Ninth to Eighteenth streets, Seventeenth and Bridge streets from Eleventh to Eighth avenues, down the latter to Fourth street, thence to Sixth avenue and out Sixth to First street and beyond to Bellwood junction; the entire length of Chestnut avenue from Eleventh street to First street, and beyond to Juniata borough one mile, and Bellwood seven miles northeastward; on Union and Broad avenues, from Eleventh avenue to Thirty-first avenue, near the new suburb Westmont; from the corner of Seventeenth street and Eighth avenue to Seventh avenue, out

Altoona is supplied with water from two mountain streams which empty into the gathering and storing reservoirs at Kittanning Point, a picturesque spot six miles west of the city, within the circle of the famous "Horseshoe" bend of the Pennsylvania railroad and under the very shadow of the Alleghenies' crest. The drainage area is wood covered mountain sides and the water consequently pure and cold and sweet. It is brought to Altoona through large iron pipes by force of gravity which is sufficient to carry it to all residences in the city. The water works are owned and managed by the municipality.

The city building is situated on the corner of Twelfth street and Thirteenth avenue. Here the mayor has his office, the police headquarters and city prison are here, and the offices of water superintendent and street commissioner as well as the council chambers, where common and select



Pennsylvania Railroad from Bridge Street Looking Northeast—Entrance to Machine Shops Yard and Pittsburg Division Round House,

Seventh avenue to Twenty-sixth street, and along the street to Fifth avenue; from the corner of Twelfth street and Ninth avenue along the avenue to Thirteenth street, along the street to Fifth avenue and along this avenue to Thirty-first avenue, and southeastward to Lakemont park three miles, and Hollidaysburg, the county seat, six miles

There are now over eight miles of finely paved streets in the city, including the three kinds most popular, asphaltum, concrete block and vitrified brick, extending over a large part of the best business and residence portions of the town, and the coming season will see this largely augmented. Altoona is well sewered: having a sewer system, recently completed, capable of meeting the requirements of a city of 100,000 inhabitants.

councils meet regularly twice a month. The other city officials have their offices in rented rooms pending the building of a magnificent new City Hall to cost \$100,000.

Altoona, although the metropolis of the county, containing more than half the total population, is not the county-seat, not having been in existence when that was established at Hollidaysburg, then a thriving borough. The court-house and county offices are easily accessible, however, by electric cars which arrive and depart every quarter hour between six o'clock in the morning and ten o'clock at night.

The society of Altoona is excellent, and the people are of more than average intelligence; the undesirable foreign element, so predominant in some cities, is almost

entirely absent here. The citizens of foreign birth are mostly German and English, of the educated class, and are among the most respected. There is a church building to every eight hundred of population, nearly all denominations being represented, Catholic, Protestant and Jewish, all well attended. The public schools are of the best and there are beside, a number of parochial and private schools, kindergartens and commercial schools.

Every citizen of Altoona has a business, profession, or trade, and works at it; few drones or idle people are found in this busy hive of industry. As might be expected, where industry reigns, the people are law abiding, peaceful, moral; criminals are few, crimes rare, litigation not popular, while there are a number of legal gentlemen resident here it is a noticeable fact that most of them depend more upon the results of successful business ventures for their income, than on fees received from legitimate law practice.

While from its elevation, it might be inferred that the climate would be severe, the facts are otherwise; the mountains break the force of the north and west winds and the winters are seldom more rigorous than on lower levels in the same latitude elsewhere, and the usually prevailing weather of spring and fall is marvelously delightful. The air is so pure and stimulating, so full of ozone, that to those in good health mere existence is a delicious luxury and even the invalid enjoys living until the last.

On the whole Altoona is a veritable "gem of the mountain," beautiful to view and pleasant to live in; its excellent qualities are only beginning to be appreciated and understood. As time passes it will continue to grow in size and in the affections of those who have their homes here, or who for limited periods visit the place, to feast their eyes on the beauties of nature so lavishly displayed, and breathe the pure invigorating air.

AND AND AND

SUBURBS AND SURROUNDINGS.

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THE SUBURBAN PARTS OF THE CITY HAVE BEEN GIVEN VARIOUS NAMES AS FOLLOWS,

MILLVILLE, which, as the term is used, Millville. comprises Allegheny and part of Westmont and is all that suburb lying southwest of the city line at Twenty-seventh Street and northwest of Ninth Avenue and the Hollidaysburg Branch Railroad. The greater part of this suburb, as well as part of the city now within the Fifth Ward, was plotted and laid out by Dr. S. C. Baker and called Allegheny about the year 1870; but a smaller plot adjoining Allegheny on the west was called Millville, and as Millville, the town on the two plots, has been known for twenty years. However, the railroad station on the branch at this point, about one and one-fourth miles from the Altoona Station, is called Allegheny Furnace. Millville is quite level and is building up rapidly, being a very pleasant residence place. It is not incorporated.

WESTMONT, just west of Millville, is growing up very rapidly and seems des-Westmont. tined to become the most popular suburb of Altoona. This results largely from the enterprise and liberality of its projector, E. H. Flick, Esq., who sells the lots for a very low price and on easy terms, and who has not only set shade trees along the streets and avenues but has built a large number of fine houses there. The City Passenger Railway extends from the heart of the city, along Broad Avenue, through Millville and to within a few squares of Westmont, while the main line of the Pennsylvania Railroad skirts it on the northwest, and a station will doubtless be located there at an early day. It will be about two miles west of the Altoona Depot.

Fairview. Northeast of Eighteenth Avenue and east of Eleventh Street is a populous district, outside the city line, known as Fairview. It is situated on ground considerably elevated above the central parts of Altoona, is a pleasant place to live and is the home of a great many employes of the Pennsylvania Railroad Car Shops.

Oakton.
Millertown.
Newburg.

Eleventh Street and northwest of Twenty-fourth Avenue. ... MILLERTOWN is just northwest of the Fifth Ward beyond Eighteenth Avenue and west of Washington Avenue and Eighteenth Street. It has about 500 inhabitants and is soon to be incorporated with some of the surrounding territory as a Borough by the name "Logan."

Newburg is northwest of Millertown, along the Dry

Gap Road which is a continuation of Washington Avenue

over the mountains to Ashville, Cambria County.

Collinsville.

Collinsville Township and was the location of the Postoffice from 1817 until Altoona was founded. It lies southeast of the Sixth Ward of Altoona, in Pleasant Valley, and is reached by an extension of Sixteenth Street from First Avenue, the distance being but one-half mile. Only about 200 people live here and it presents a decayed and ancient appearance, but in the immediate vicinity are several fine farms with good farm buildings and large thrifty orchards, and Pleasant Valley is not a misnomer.

CAPITAL STOCK PAID IN

\$50,000

Fidelity Banking Co., Limited.

ALTOONA, PA

JAMES W. FINDLEY, Cashier.

B. M. BUNKER.

J. S. FLEC:

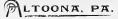
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Dlumber, Qas and Steam Pitter,

DEALER IN
Bath Tubs. Water
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Gas Fixtures.

Fine Sanitary Plumbing a Specialty.

611 SEVENTH AVE. ALTOONA, PA.

A. A. JOHNSON,

Successor to G. S. Eaby & Son.

TIN ROOFING, SPOUTING,

Heavy Sheet Iron Work, Hot Air Furnaces.

1218 EIGHTH AYE., ALTOONA, PA.

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No. 709 TWELFTH STREET.

HE only store on the East Side handling FORTY DIFFERENT Lines of Goods, NO 1RASH, NO SECOND Hand Goods; but only first-class goods of every kind. Prices below all of them. Carpets, Oil Cloths, Curtains. Lamps a Specialty.

A. S. EBY,

No. 709 TWELFTH STREET.

H. K. McCAULEY, Secretary and Treasurer.

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Altoona Iron Company,

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BARS, BANDS. HOOPS, SCROLLS, OVALS, HALF OVALS, AND HALF ROUNDS.

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Fine Groceries, Flour, Feed, Etc

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Coalofall Kinds

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Offices and Yards-1004 Green Avenue, 1811 Union Avenue, Second Avenue and Wallace Street, Juniata. Juniata.

Juniata is an incorporated Borough and lies about one-half mile Northeast of the city line at North-Second Street and

Chestnut Avenue, on the north side of the railroad. It is the location of the Juniata Locomotive Shops of the Pennsylvania Railroad Company. But the borough lines do not take in the works, as the Company prefers being on the outside. There had been a small village occupying part of the present site of Juniata for ten or more years prior to the erection of the Locomotive Shops, known as Belleview, but not incorporated. On the erection of these shops, however, in 1889 buildings sprung up like magic around them, and little Belleview had such a boom that she outgrew herself and her name.

"Juniata" was adopted as the most appropriate name and a borough charter was obtained August 7th, 1893. The Logan Valley electric cars run here from Altoona every few minutes and every half hour a car goes to Bellwood, five miles northeastward. Juniata has in addition to the Locomotive Shops a large iceing station of Armour & Co., several stores, a fine brick school building and three churches, also a postoffice, which, as there is another Juniata in the State, is called Kipple. The southern terminus of the Altoona, Clearfield and Northern Railroad is at Juniata, the passenger station being on the line of the Electric Railway and near the entrance to the shops.

East End, and Pottsgrove are all east of the Eighth Ward of Altoona and on the southeastern side of the railroad. They have a combined population of near-

ly 1,000 and will eventually all grow together and be taken into the city, as the Twentieth Ward perhaps. One George Pottsgrove built a dam on the little mountain stream here many years ago and operated a small saw and grist mill until his water right was purchased by the Altoona Gas and Water Company and the water piped to the new town of Altoona in 1859.

Llyswen.

Llyswen is the latest suburb to be added to Altoona and lies farthest from the city, being on the Logan Valley Electric Railway, about one mile south of the city line at Fifth Avenue and Twenty-seventh Street. This is intended to be the aristocratic suburb, and lots are sold with some restrictions as to buildings and use. A number of fine cottages have already been erected there and a fine station and waiting room by the Logan Valley people whose cars pass in either direction every fifteen minutes.

All these suburbs are in Logan Township, and with the possible exception of Llyswen should be taken into the city.

Nearby Towns and More Distant Points.

EASTWARD from Altoona two and onebalf miles, on the Pennsylvania Railroad is Blair Furnace Station, a small village containing no stores nor business places,

It is the nearest station to Juniata and but half a mile distant. ... The next station eastward is Elizabeth Furnace. There is no village at this station, but nearby is the old "Sabbath Rest" Furnace and a postoffice with that hallowed name, given to it in the early days because the owner of the furnace banked the fires on Saturday night and allowed his men to rest on Sunday contrary to the custom of most other iron manufacturers at that time.



Residence of Dr. S. L. McCarthy, Corner of Eighth Avenue and Fourteenth Street, Altoona,

Seven miles east of Altoona is the Borough of Bellwood with a population of 1,500 to 1,800 and considerable business importance, being the southern terminus of the Pennsylvania and North Western Railroad, formerly the "Bell's Gap," which extends north-westward to Coalport and Punxsutawney. The repair shops and office of the Superintendent of this road are at Bellwood, ... The next three stations East are Fostoria, Tipton and Grazierville, mere hamlets of no particular importance.

Tyrone. FOURTEEN and one-half miles east, near the line of Huntingdon County, is Tyrone, the second town in population and importance in Blair County, having, with its suburbs, between 8,000 and 9,000 inhabitants. Three lines of railroads branch off from here, extending north and northwest to Clearfield, Centre and Clinton Counties and reaching the towns of Clearfield, Curwensville, Osceola, Phillipsburg, Bellefonte, Lock Haven and other places from

whence much coal and lumber is brought to Tyrone. Continuing eastward from Tyrone on the Pennsylvania Railroad, Huntingdon County is soon reached and the important towns in their order are Huntingdon, Lewistown, Mifflin and Harrisburg.

Kittanning Point, Gallitzin, Cresson Westward from Altona on the Pennsylvania Railroad is Kittanning Point, six miles distant. No town here nor stores, but there are coal mines and vilages a few

miles up the gulch and this is their nearest railroad station. The famous Horse Shoe Bend is here and the reservoirs which contain Altoona's water supply. The road begins to ascend the highest mountain here and the grade is steep most of the way for seven miles to Bennington just on the county line and only a small place. An iron furnace used to stand here, but it has been recently torn down. Leaving Bennington the road passes under the apex of the mountain by a tunnel one mile long and the town of Gallitzin is reached, fourteen miles from Altoona in Cambria County and within the Mississippi Valley. Gallitzin has 1,000 to 1,200 inhabitants and is an im-Three miles farther west is portant mining town. Cresson, only a small place of 500 to 600 inhabitants, but growing. It is the location of the Cresson Springs Hotel, an immense hostelry owned by the Pennsylvania Railroad and popular as a summer resort. roads branch off from here to the northward, to Coalport and Ebensburg. ... The next few stopping places are small mining towns, and the first place of importance is Johnstown, famous the world over for its awful flood horror, May 31st, 1889. Also famous as the location of the principal works of the Cambria Iron Company, one of the largest iron and steel manufacturers in the United States. Johnstown is thirty-nine miles west of Altoona. ... The other places of importance between Altoona and Pittsburg are Blairsville Intersection, where the West Penn and the Indiana Branches of the Pennsylvania Railroad diverge from the main line, Latrobe, Greensburg, Jeannette, Irwin and Braddock.

Hollidaysburg. and Stations South. SOUTHWARD from Altoona the Hollidaysburg and Morrisons Cove and Williamsburg Branches of the Pennsylvania Railroad take one to Eldorado, three miles

from Altoona, 200 to 300 inhabitants. ... Duncansville six miles, 1,000 inhabitants. ... Hollidaysburg seven miles, the County seat and containing, with its sister borough Gaysport, 4,000 people. ... Roaring Spring

seventeen miles, where there are extensive paper mills and flouring mills. .. Martinsburg twenty-two miles, in the southern part of the County and in a rich agricultural district. .: Henrietta a small place, formerly of some note as the location of some of the Cambria Iron Company's mines and quarries. From here it is but three miles across the mountain to the Huntingdon and Broad Top Railroad in Bedford County. .: Eastward from Hollidaysburg the Williamsburg Branch extends some fifteen miles along the Frankstown branch of the Juniata past Frankstown the oldest town in the County, but now half deserted and fallen to decay, with but 100 to 200 inhabitants. ... Williamsburg, a place of 1,000 inhabitants, noted as the birth place of a number of prominent citizens now of Altoona. It was formerly on the main line of travel between Philadelphia and Pittsburgh. The old Pennsylvania Canal passed that way, and before the locomotive's whistle had been heard in a dozen Pennsylvania towns, steam packets sailed past this then thriving burg at the rapid rate of four to five miles per hour.

Northward from Altoona the Altoona, Wopsononock. Clearfield and Northern Railroad, starting from Juniata, climbs up the mountain twelve hundred feet in a distance of six miles to Wopsononock, where there is a good hotel and other features which make it a popular summer resort. Excursion trains loaded with pleasure seekers leave the Juniata Station hourly on Sundays, during the summer, for this resort. A considerable amount of lumber and coal is brought down the mountain in the winter over this road. It extends several miles beyond Wopsononock but does not reach any town of importance, although the intention is to continue it to Phillipsburg.

Dry Gap Road and Buckhorn.

NORTHWEST from Altoona, starting from Sixteenth Street and Eleventh Avenue, long before the city was laid out, a country road extended up what is now called Washington Avenue and beyond to the foot of the mountain two miles and then obliquely to the mountain top four miles, to the "Buckhorn," which is the name applied to an old tavern at the summit of the mountain. This was the old Dry Gap Road and is still so called. From the Buckhorn it begins to descend the mountain and four miles further Ashville in Cambria County is reached. The Blair County line is at the summit of the Allegheny mountains, a few hundred yards east of the Buckhorn.



HISTORY OF

N EXPOSITION of the present status of a city leads naturally to inquiry regarding its history and growth. This inquiry we shall meet and endeavor to satisfy in the following historical

The decade between 1850 and 1860 was a most eventful one in the history of the United States. It witnessed the opening era of successful and general railroad building and the culmination of the causes which led up to the great civil war. At the commencement of this ten year period Altoona had her birth, at its close she was a flourishing Borough of 3,500 inhabitants, standing where before was only forest, sterile fields and one poor farm house. The 224 acres of farm and wood land, on which the original Altoona was built and which is now principally included between Eleventh and Sixteenth Streets and Fourth and Fourteenth Avenues, constituted the farm of David Robeson and was not worth more than \$2,500 for farming purposes at that time, but the Pennsylvania Railroad Company, then pushing to completion their allrail route from Philadelphia to Pittsburgh, and looking for a site for their shops wanted it and therefore Mr. Robeson, by a fortunate early discovery of the fact, was able to obtain his own price for it.

Archibald Wright, of Philadelphia, acting presumably for the Pennsylvania Railroad Company though just what relation he sustained to it is not clear, purchased the Robeson farm of 223 acres and 123 perches for \$11,000. The deed was dated April 24th, 1849, and is recorded at Hollidaysburg in Deed Book, Vol. "B," page 441. The boundaries of the farm were about on the present lines of Eleventh Street from Fourth to Fourteenth Avenues on the northeast and Sixteenth Street between same Avenues on the southwest, Fourth Avenue from Eleventh to Sixteenth Streets on the southeast and Fourteenth Avenue between the same Streets on the northwest. On this tract of land original Altoona was laid out during the latter part of the year 1849, and the plot, as laid out, was acknowledged by Archibald Wright, in Philadelphia, February 6th, 1850, but was not recorded until February 10th, 1854, at the time the young town was being organized into a Borough. This original plot is on record now in Hollidaysburg in Deed Book, Vol. "E." page 167. It is on parchment and the original is pasted into the book. At the same time another plot, almost an exact counterpart, was recorded as the "official" plot of the Borough. On these early plots the streets and avenues have names instead of numbers. (See article on streets).

Altoona in this plot is described as lying in "Tuckahoe Valley," that being the name applied to this upper end of Logan Valley, which extends to Tyrone. Adjoining the Altoona plot at that time was the John Mc-Cartney farm on the northwest, the McCormick and Andrew Green farms on the northeast, the William Bell farm on the southeast and the William Loudon farm on The Loudon and Green farms were the southwest. soon after plotted and offered for sale in buildings lots, and later all the McCartney and most of the Bell farms have gone the same way. At the time of the founding of Altoona the Pennsylvania Railroad Company was a young corporation, their charter having only been granted in 1846, and they had not yet completed their road from Philadelphia to Pittsburgh, although it was surveyed and in process of construction. It was completed to Altoona from the east, single track, on the same line as now in 1850 and extended from here to Y Switches near Duncausville and one mile from Hollidaysburg, and from there trains ran over the Alleghenv mountains on the old Portage Railroad, a state institution completed in 1833. The Altoona Passenger Station stood near the corner of Ninth Avenue and Twelfth Street until 1854, when the Pittsburg Division of the Pennsylvania Railroad was completed past Kittanning Point on its present line and a new depot was built at the present location. The first depot on the corner of Thirteenth Street and Tenth Avenue was a two-story brick building and was replaced by the present structure in 1887. The Logan House was built in 1854-5 by the Railroad Company, but did not extend back to Eleventh Avenue as now although it was an immense affair and, at that time, greatly out of proportion to the little village in which it stood.

The two lines of the railroad west from the city, the one completed and the other being graded, diverging as they did then is accountable for the peculiar wedge shape of the site of the Company's first shops, and the fact that the Avenues on the northwest and southeast sides of the railroad are not parallel but diverge at an angle of about thirty degrees from Eleventh Street westward.

No lots were sold in the new town until 1851, and the first deed made, as the records at Hollidaysburg show, was February 11th, 1851, for two lots on the corner of Twelfth Avenue and Thirteenth Street to the First Presbyterian Church, price \$100 for the two. If any earlier deeds were made they were not recorded.

The first residence in Altoona was of course the old Robeson farm house which was of logs and stood within the square bounded by Tenth and Eleventh Avenues and Thirteenth and Fourteenth Streets. The first building erected after Altoona was laid out was a rough board one to be used as an office for the railroad contractor and a boarding house for the men; it also stood in the square last mentioned, near the old farm house.

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D. T. KANTNER 12

Beginning in 1851 lots sold rapidly and buildings went up on every side; the new town grew so fast that early in 1854, when but little over three years old it was incorporated as a Borough with a population of about 2,000 people. Churches and schools were built, hotels, stores and a bank were opened, a newspaper was started in 1855, and everything prospered from the very start. A plot laid out by Andrew Green, northeast of Eleventh Street and called Greensburg, was taken into the Borough in 1855.

In 1859 a Gas and Water Company was formed by private parties and they constructed a storage reservoir on the hill at the corner of Twelfth Street and Fifteenth Avenue and piped water to it from Pottsgrove; laid

throve. After the war closed the citizens erected a handsome monument in Fairview cemetery to commemerate her fallen heroes.

The city charter was procured in February, 1868, the bounds being extended so as to take in the territory northeast to First Street, southeast to First Avenue, southwest to Twenty-seventh Street and northwest to Eighteenth Avenue, with a population exceeding 8,000. In 1870 the census takers found 10,610 people here. In 1870 a daily paper, the Sun, made its appearance. In 1868 a market house was built at the corner of Eleventh Avenue and Eleventh Street, later converted into an opera house. By this time there were three newspapers here, two banks, thirteen churches, a number of



Fourth Ward School House and High School Building, corner of Seventh Avenue and Fifteenth Street Looking Northeast,

mains in the principal streets to carry water to the consumers. They also erected gas works on Eleventh Avenue below Ninth Street. Water and gas were supplied by this company first on December 15th of that year. Simultaneously with the water works came the organization of fire companies and a fire engine was purchased, the first being a hand engine.

The census of 1860 showed the borough's population to be 3,591. Then came the great Rebellion and Altoona was a place of considerable importance, furnishing cars and engines to transport soldiers and munitions of war, as well as her full quota of men to defend the Union. All through that four years' period Altoona grew and

good hotels, a large machine shop and car works, additional to the Pennsylvania Railroad Company's plant, and soon after (1872) a rolling mill was erected. The Pennsylvania Railroad Company was also obliged to enlarge their works at this time (1869-70), and, the original grounds reserved being completely occupied with shops, tracks, switches, etc., a larger tract of land was purchased along Chestnut Avenue below Seventh Street and the car shops were erected at First to Fourth Streets. In 1872 the city purchased from the Gas and Water Company their water pipes and water franchise and proceeded to build a reservoir at Kittanning Point and lay a 12-inch pipe from there to the storage reservoir con-

structed on First Avenue between Twelfth and Thirteenth Streets. About the same time Eleventh and Eighth Avenues were macadamized, some sewers constructed, and the city issued its first bonds, \$200,000 in 1871 and \$150,000 in 1873, to meet the large expenditures thus incurred.

The years 1870, 1871 and 1872 were fruitful of many new enterprises in Altoona; new businesses were established, new churches built, several building and loan associations organized, two new banks opened, the rolling mill built, etc., but the panic of 1873, together with the failure of the largest banking firm of the city, in that year, put a damper on many business ventures and retarded the city's growth somewhat, as did also the great strike and railroad riots of 1877. Yet in 1880 the official government census showed that the place had nearly doubled in the preceeding decade, 19,710 people being found resident here. In 1878 a park and Fair ground was enclosed at Broad and Twenty-seventh Streets and the Blair County Agricultural Society held a fair there which was a great success. But the next year failing to get the State Fair to exhibit here none whatever was held and in 1880, the weather being unfavorable, the fair was a failure and the Fair ground was never used for such purposes again. It has since been sold out in lots and thickly built upon and the Agricultural Society now hold their fairs at Hollidaysburg. This is the only enterprise that ever failed in Altoona permanently.

In July of 1877 occurred the greatest railroad strike in the history of this country, Pittsburg being the central point where several million dollars worth of railroad property and merchandise in transit was destroyed, along with a score or more of human lives. The Altoona shopmen did not join in this strike, but some of the trainmen, resident here, were drawn into it. Meetings of citizens and shopmen were held here and while it is likely many workmen sympathized with the movement there was no one sufficiently courageous to assume the leadership, and the wiser counsel of peace-loving citizens prevailed. However the shops were closed for more than a week by the company and great excitement prevailed. Many soldiers were here enroute to and from Pittsburg, and on one occasion they were made use of to clear the depot of the crowd, which they did at the point of the bayonet; no one was hurt and the crowd was quickly dispersed. The cause of the strike was an order from the railroad management doubling the number of cars to a freight train and adding a second locomotive, without increasing the number of brakemen or their wages. Prior to this a freight train had consisted of but eighteen loaded cars drawn by one engine and manned by a crew of three brakemen and a conductor; thenceforth it was to be thirty-six cars, two engines and no additional brakemen. The brakemen thought they were to be enslaved and struck against the innovation and public sentiment sustained them until the strike resulted in arson and bloodshed. It is needless to say that the company won and no protest is now made as to the number of cars in a train, which is frequently forty to sixty loaded or seventy to ninety empty ones. Previous to this strike the shops, yards and tracks were unenclosed, but shortly afterwards fences were erected and now only employes or persons with a special permit are allowed within the enclosures.

In 1882 the first street railway was completed and opened for traffic (July 4). In 1880 a telephone exchange was located here, in 1886 an electric light company and July 4th, 1891, electricity was made the propelling power for the street cars, so at this date Altoona was fully abreast of the times in the use of electricity for all purposes.

In 1888 the need of a complete and comprehensive sewer system was fully realized and the work of providing for it begun. Since that time the four natural drainage areas of the city have been supplied with large main sewers, and now it is believed no better sewered city can be found in the State, although the work of laying smaller branches and feeders has not yet been completed.

In 1888-9 a large silk mill was erected on Ninth Avenue at Twenty-fifth Street along the Hollidaysburg Branch Railroad, and during the same years several large business blocks were built in the heart of the city, the Masonic Temple, Phoenix Block, etc.

In 1889, it having become apparent that the macadamized streets were not suitable for a city of Altoona's size and importance, Eleventh Avenue was finely paved with asphalt blocks between Eleventh and Seventeenth Streets, and during the same and following years many other avenues were so paved, asphalt and vitrified brick being used on some of them, so at this time (close of 1895) the city streets are well paved in the best business sections and the work of paving additional streets and avenues is going steadily on.

In 1889-90 the Pennsylvania Railroad Company was again obliged to enlarge their plant and they purchased a large tract of land at Juniata, below the car shops, on which they erected extensive locomotive works. About the same time a new railroad was projected and completed to Wopsononock, a beautiful pleasure resort, six miles north of Altoona and later extended to the coal fields of Cambria County; Clearfield and the north being its ultimate destination.

In 1893 a new Electric Passenger Railway Company was organized, "The Altoona and Logan Valley," and constructed electric roads to Hollidaysburg six miles southeast and to Bellwood seven miles northeast, thus furnishing convenient and cheap transportation to the county seat and other nearby towns. At the same time the same company constructed a beautiful park, lake and picnic grounds at Lakemont, midway between Altoona and Hollidaysburg, furnishing a place of recreation and amusement of incalculable benefit to the residents of the city and providing an additional source of profit to the road. May 1st, 1895, a Paid Fire Department superseded the volunteers in the work of protecting the city from the rayages of fire.

Thus briefly do we trace the history of Altoona for forty-five years and find it now, at the close of 1895, one of the most important cities in the State. Its present population, as found by a careful census made by the directory canvassers, in May 1895 was 35,600 within the corporate limits and 6,630 just beyond, but so closely contiguous that only a short time is likely to elapse ere the lines will be extended to include all; and the census of 1900 will, without doubt, show 50,000 inhabitants in Altoona. For rapid and substantial growth Altoona has had no parallel in the history of Pennsylvania and few indeed in the United States. Oil City and Bradford, of the oil regions, her only competitors, grew to several thousands in a shorter time, but the growth was not substantial, the buildings erected were frail and transient as the business which called them into being, in a few years they largely disappeared, and these cities now have less than a fourth of Altoona's population. But the building of Altoona has been substantial, her growth healthy and she has every prospect of soon taking rank as the third city in the State. Hitherto large cities have seemed to demand a location on lake, ocean or a navigable river, but these factors are of infinitely less value now than formerly and since the science of railroad building and operat. ing has attained its present status; is early destined to still greater perfection, and the forces of nature, espe-

cially electricity, are coming into such general use for all purposes. Transportation is no longer a problem, the genius of man moves mountains, brings the world to Altoona and the advantages of freedom from floods, devastating storms and poisonous malaria in the atmosphere, which Altoona can claim, coupled with pure and sweet water sufficient for all practical purposes, overbalance every other imaginary disadvantage. Altoona will increase steadily in population because it is a pleasant and healthy place to live. No tornado will ever demolished its buildings while the Allegheny mountains stand as they do now to shelter and protect; no overflowing stream will ever inundate the low ground; and in case of wars, which may come, a city far inland is a more desirable residence place than one on the coast or navigable waters. No invading army would undertake to capture Altoona in her mountain fastness if defended by a force one-fourth as great. All the adjuncts of the highest civilization are here and improvements are being made daily. From the impetus she already has it would be impossible for Altoona to cease growing before her present population is doubled. The following pages will treat in a more detailed and connected manner the different branches of the subjects which have been here briefly touched, or which were purposely left to a subsequent section.

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TO TO POPULATION. TO TO





HE POPULATION of Altoona has previously been referred to and given in round numbers as 44,000, which is believed to be as nearly

correct as it can be told without a new count, as the number is increasing daily. This of course includes the suburbs. A careful census taken by the directory canvassers in May 1895 made the population of the different wards and suburbs as follows:

First Ward	3,806
Second Ward	4,978
Third Ward	3,346
Fourth Ward	3,557
Fifth Ward	5,406
Sixth Ward	5,638
Seventh Ward	2,685
Eighth Ward	6,186
Total within city limits	35.602

SUBURBS.

Fairview and adjacent to First Ward	928
Adjacent to Second Ward	183
Oakton and adjacent to Third Ward	467
Collinsville and adjacent to Fourth Ward	193
Newburg, Millertown vicinity	923
Millville, Allegheny and Westmont	1,117- 3,811

CARRIED FORWARD		3,811
Rolling Mill, Sixth Ward Suburbs and Allegheny		
Furnace	507	
Seventh Ward Suburbs to Juniata	30	
Juniata from Wopsononock Depot to Blair Furnace 1	,418	
Eighth Ward Suburbs, Pottsgrove, East End and		
Greenwood	867—	- 2,822
Total Suburban which ought to be taken into the city		6,633
Grand total, the real Altoona		42,235

Since the foregoing census over 200 new houses have been erected and occupied within the territory embraced. The steady growth of Altoona within city limits is shown from the Government Census as follows:

Population in 1860 (the first after it was founded)	3,591
Population in 1870	10,610
Population in 1880,	19,710
Population in 1890	30.260

The total population of Blair County 1890 was 70,-866, and now it cannot be less than 80,000. Population of the State of Pennsylvania 5,258,014. Only nineteen counties in the State have a population equalling or exceeding that of Blair.

** Assessed Valuation of Altoona, **



ALUATION of any place as shown by the roll gives but a very imperfect idea of its real wealth, yet it forms a basis for fair esti-

mates. One portion of our wealth is not taxed and can therefore only be guessed at; this consists of the stock of goods in shops and stores, furniture and fixtures which do not go with the real estate; this probably amounts to more than \$5,000,000 in Altoona.

The assessed valuation of Altoona, on which tax was laid for State and County purposes, for six years past was

																	•
11	1890	 		 	 												\$12,276,777
	1891	 		 	 											٠.	12,967,703
	1892	 	 	 	 				,		 					 	13,881,309
	1893	 	 	 	 			 									14,503,287
	1894	 	 	 	 										٠.		14,909,415
	1895	 	 	 	 												15,458,376

The Relative Wealth of the Wards as Shown in 1895.

First Ward ascessed at	\$ 2.343,240
Second Ward a-sessed at	1,720,585
Third Ward assessed at	2,468,291
Fourth Ward assessed at	2,261,485
Fifth Ward assessed at	2,026,005
Sixth Ward assessed at	1,742,065
Seventh Ward assessed at	1,127,130
Eighth Ward assessed at	1,769,575
Total	\$15,458,376

The valuation of the entire county in 1895 was \$31,-252,097, from which it will be seen that Altoona City proper pays almost one-half the County tax and if the city limits were extended, so as to take in the suburbs which should be included, her valuation would be considerably more than one-half that of the entire county.

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CHAPTER OF DATES AND FIRSTS.





HE FIRST permanent white settlements of any account in the immediate vicinity of Altoona were made about the year 1810, although

Thomas and Michael Coleman are said to have settled in Logan Township as early as 1775, and Hugh and John Long to have resided in Pleasant Valley in 1788.

Altoona was projected in 1849 and laid out in town lots by Archibald Wright, of Philadelphia, the same year, but he sold no lots until 1851.

The deed of the land from David Robeson to Archibald Wright is dated April 24th, 1849.

The plot of Altoona was acknowledged by Mr. Wright, before an Alderman in Philadelphia, February 6th, 1850.

The Pennsylvania Railroad Company began building their shops here in 1850 it is said, although the deed for the ground on which they stood was not made by Mr. Wright until August 6th, 1851.

The first lots sold by Archibald Wright, after he had plotted the town, were two on the corner of Twelfth Avenue and Thirteenth Street to the Trustees of the First Presbyterian Church, for the price of one hundred dollars, the deed being dated February 11th, 1851.

The first house was erected in Altoona in 1851 on Tenth Avenue between Thirteenth and Fourteenth Streets. John B. Westley the carpenter and contractor is still living in the city. The first train of cars came into Altoona in 1850 from the east, and September 17th, 1850, cars ran through to Duncarsville and December 10th, 1850, to Pittsburg; crossing the mountains over the Allegheny Portage which belonged to the State. The Hollidaysburg Branch was then the main line.

The Mountain Division, from Altoona west, via Kittanning Point was not completed until 1854. The line was originally a single track.

The first passenger station was a frame building and stood on Ninth Avenue between Twelfth and Thirteenth Streets. It was moved to the corner of Twelfth Street and used for a fire engine house. The second floor is now Logan Hall.

The first President of the Pennsylvania Railroad, with whom Altoona had any concern, was J. Edgar Thompson.

The first postoffice in this vicinity was at Collinsville, from 1817 to 1851; during the latter year it was removed from there and established under the new name at Altoona.

Altoona was organized as a borough February, 1854. The first Burgess of Altoona was George W. Patton. Altoona became a city in February 1868.

The first Mayor of the city was George Potts.

The first stores in Altoona were those of Bernard Kerr, father of R. A. O. Kerr, Loudon & Free and Adlum & Irwin. Mr. Kerr kept the first one in the old log farm house of David Robeson.

The first druggist was George W. Kessler; he began business in Altoona in 1853.

The first doctor was Gabriel D. Thomas, who resided in Pleasant Valley prior to the founding of Altona, and who built one among the first residences in the new town.

The first lawyer was William Stoke it is said, but he had no office here, and only came to transact some business for the P. R. R., whose attorney he was. L. W. Hall, Esq., now of Harrisburg, was located here in 1855, and Col. D. J. Neff in 1860.

The first preacher, to reside in Altoona, was Rev. Henry Baker, who was pastor of the Lutherau Church at Collinsville prior to the beginning of Altoona, and who came here with his congregation during the second year of its history.

union church and school house combined stood on the present corner of Sixteenth Street and Union Avenue, just outside the early limits of Altoona. It was built during the year 1838 by the school directors of the township in conjunction with the Lutheran, Presbyterian and Methodist denominations and served the double purpose of church and school house until the erection of churches and schools in Altoona. It is now used as a church by the African Methodist Episcopal congregation.

The first city superintendent of schools was John Miller.

The first church building erected in the new town of Altoona was the First Presbyterian on the corner of Twelfth Avenue and Thirteenth Street in 1851. A minister from Hollidaysburg preached here every alternate



Eleventh Avenue from Eleventh Street, Looking Southwest Toward Seventeenth Street.

The first public house in the vicinity was a tavern, where the White Hall Hotel now stands; it was built by George Huff about the year 1834.

The first hotel erected in Altoona was the Exchange, which stood on Tenth Avenue between Thirteenth and Fourteenth Streets where the Arlington now stands. It was kept by John Bowman. Among the earlier hotels was the Altoona House, where the Globe now stands; it was a frame building and burned down about the year 1867.

The first school house erected by the borough was built in 1854 on the corner of Seventh Avenue and Fifteenth Street. Prior to the founding of Altoona a Sunday beginning in November, 1851. It was a fair sized frame building and was destroyed by fire in 1855. The Trustees disposed of the ground December 3d, 1855, for \$3,000, and it is now occupied by the residence of the late William Murray. The congregation built on their present location in 1854.

The first bank established in Altoona was that of Bell, Johnson, Jack & Co. in 1853. It was later operated by William M. Lloyd & Co. until their failure in 1873.

The first newspaper here, a weekly, was the Altoona Register, published for a short time by William H. and J. A. Snyder, in the spring of 1855. It did not survive the early frosts of that year, and after its suspension

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GOOD SHOES

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ALTOONA, PA.

18

was succeeded by the *Tribunc*, January 1st, 1856, McCrum & Allison, proprietors.

The daily edition of the *Tribunc* was first issued April 14, 1873. It was suspended April 14, 1875, and resumed January 28, 1878, since which time it has appeared regularly. The weekly has been published continuously since its establishment, January 1, 1856.

The first daily newspaper published in Altoona was the *Sun*, which began a daily issue May 2d, 1870, and suspended after seven months.

The Mirror was first issued June 13, 1874; the Times May 21, 1884, and the Gazette April 5, 1892.

The first water works in Altoona was owned and operated by the Altoona Gas and Water Company, a private corporation, which began to supply the borough with water December 15, 1859.

A paid fire department superseded the volunteers May 1st, 1895.

The soldiers' monument in Fairview cemetery was erected July 4th, 1867.

The first city directory of Altoona was issued in 1873 by Thomas H. Greevy, Esq. Since 1886 they have been published biennially by Charles B. Clark, Esq.

A county directory was published in 1892.

The first street improvements were the macadamizing of Eleventh and Eighth Avenues in 1871-2.

The first good street paving was laid on Eleventh Avenue, asphalt blocks, between Eleventh and Bridge Streets.

The first extensive and systematic sewer building was begun in 1888; although the first sewer, Eleventh Avenue



Pennsylvania Railroad from Seventh Street Bridge, Looking Northeast; Part of Car Shops Yard at the Left.

The first gas for illuminating purposes was furnished by the same company, beginning at the same time; rate per 1,000 feet then \$3.00, now \$1.20.

The water works were purchased by the city in 1872 and the first reservoir at Kittanning Point constructed soon after.

The first fire company, the Good Will, was organized in 1859, just prior to the completion of the water works.

The first fire engine, a hand machine, was housed here October 22d, 1859.

The first steam fire engine in Altoona was purchased by the Pennsylvania Railroad Company and brought here in 1867. between Thirteenth and Fifteenth Streets, was constructed in 1870. D. K. Ramey, contractor.

The first street railway began carrying passengers July 4th, 1882; the line extending from First Street and Chestnut Avenue along Chestnut Avenue to Eleventh Street, along Eleventh Street to Eleventh Avenue, along Eleventh Avenue to Bridge Street, along Bridge and Seventeenth Streets to Eighth Avenue and down Eighth Avenue to Fourth Street. Motive power—horses and mules; equipment—six small cars.

Electricity was first used here to propel street cars July 4th, 1891. Logan Valley Electric Passenger Railway was completed and passengers carried to Hollidaysburg, June 14, 1893, and to Bellwood, July 1, 1894.

Telephone service in Altoona began in March, 1880.

Electricity for Illuminating in 1886. Streets lighted by electricity in 1888. For five years prior to that they were lighted by gasoline lamps, although illuminating gas had been used at a still earlier period.

The first planing mill, except that of the P. R. R., was built prior to 1860 by McCauley & Allison, on the corner of Green avenue and Eighth street. It burned and was rebuilt about 1860, and again burned down and was rebuilt during the war, the present mill of D. K. Ramey being the third one there.

The most extensive fire, which had occurred in Altoona prior to 1896, was April 15th, 1869, burning about half the square enclosed by Eleventh and Twelfth

Avenues and Thirteenth and Fourteenth Streets: it began on corner of Eleventh Avenue and Fourteenth Street; loss \$60,000 to \$70,000; but on January 5th, 1896, a fire at the corner Eleventh Avenue and Eleventh Street destroyed the Central Hotel and other property tothe value of \$125,000.

The Altoona Car Works, later the Altoona Foundry & Machine Co.'s, works were established in 1868.

The Rolling Mill began operations in 1872.

The Silk Mill was built in 1888-9 and began operating in the spring of 1889.

The Altoona, Clearfield and Northern Railroad, form erly Altoona and Wopsononock was built in 1890-91.

ORIGINAL NAMES OF STREETS IN ALTOONA.





HEN ALTOONA was laid out by Archibald Wright in 1850 all the public thoroughfares were called streets and were given names as

follows: Fourth Avenue, the street farthest to the southeast, was called Elizabeth Street.

Fifth Avenue was called Rebecca Street Sixth Avenue was called Helen Street. Seventh Avenue was called Adeline Street. Eighth Avenue was called Harriet Street. Ninth Avenue was called Branch street. Tenth Avenue was called Main Street. Eleventh Avenue was called Virginia Street. Twelfth Avenue was called Emma Street. Thirteenth Avenue was called Claudia Street. Fourteenth Avenue was called Mary Street.

These only extended from Eleventh to Sixteenth Street at that time.

Eleventh Street was Katharine Street. Twelfth Street was Annie Street. Thirteenth Street was Julia Street. Fourteenth Street was Caroline Street. Fifteenth Street was Clara Street.

Sixteenth Street was called Agnes Street, but was only laid out from Elizabeth (Fourth Avenue) to Adeline Street (Seventh Avenue) where it merged with Clara Street, now Fifteenth; this being the north-western boundary of the new town. These last named streets only extended from Elizabeth Street, now Fourth Avenue, to Mary Street, now Fourteenth Avenue.

The official borough plot had the same names of streets excepting that Tenth Avenue was there designated as Railroad Street.

Some years afterward, when the city had grown considerably larger and additional streets were laid out, a new set of names seems to have been adopted for some of the old streets as a map published by a Philadelphia firm in 1870 and bearing that date on its face, gives the following names of streets and avenues. On this map:

Third Avenue is called Sarah Street.

Fourth Avenue is called Elizabeth Street, (as at

Fifth Avenue is called High Street between Fourth and Sixteenth Streets and Rebecca Street west of Sixteenth Street.

Sixth Avenue is called Mulberry Street from Fourth to Sixteenth Street and Helen southwest of Sixteenth Street.

Seventh Avenue is called Washington Street from Fourth to Sixteenth Street and Adeline, west of the latter.

Eighth Avenue is called Pine Street from Fourth to Sixteenth Street and Harriet southwest of the latter.

Ninth Avenue retained its original name of Branch Street its entire length.

Tenth, Eleventh, Twelfth and Thirteenth Avenues retained their original names -- Main, Virginia, Emma, and Claudia-while Fourteenth Avenue, although shown, was left without a name.

Green, Chestnut, Lexington and Howard Avenues were shown on this map as we have them now, except that Chestnut was called Lombaerdt northeast of Seventh. Street.

Fourth Street was called Hester street. Fifth Street was called Spruce Street. Sixth Street was called Bald Eagle Street, Seventh Street was called Logan Street. Eighth Street was called Lombaerdt Street. Ninth Street was called Allegheny Street.

Tenth Street was called Grant Street.

Eleventh, Twelfth, Thirteenth, Fourteenth, and Fifteenth Streets retained their original names of Kathrine, Annie, Julia, Caroline and Clara, respectively.

Sixteenth Street was called Loudon Street.

Seventeenth Street and all the other streets to the Southwest to Twenty-seventh were shown on this map, and given their numerical names as now.

At this date the town had grown in all directions and contained six Wards. The present Seventh Ward

city in 1893. It was commonly called the Plank Road until very recently.

The part of Lexington Avenue in the Seventh Ward was called Chestnut Street until some time about 1884, and the part of Chestnut Avenue below Seventh Street was Lombaerdt. Council changed this by abolishing the name Lombaerdt and calling it Chestnut its entire length, and extending the name of Lexington from Seventh Street to city limits northeast.

Howard Avenue in Seventh Ward was called Hickory Street.



Eleventh Avenue from Fourteenth Street, Looking East to Eleventh Street,

was included in the First, and the Eighth with the Second. No lots or blocks were shown below Fourth Street on the east side of the railroad, nor southeast of Third Avenue on that side of the city.

Washington Avenue was known as Dry Gap Road until about 1890.

Broad Avenue was universally known as Broad street until about 1893.

Union Avenue is the line of the old plank road from Altoona to Hollidaysburg. Later it was changed to a pike road, and was only condemned and taken by the

First, Second and Third Streets in Seventh Ward were originally called, respectively, Louisa, Mary and Margaret. Fourth Street being named Hester as before stated.

The names first given to the streets and avenues were usually those of the former owners of the ground or their wives or daughters. Hester Mary Pike and Margaret Bell Mowery owned the ground on which the town of Logan, now Seventh Ward of Altoona was laid out in 1853 and 1854.



The Altoona Tribune.

DRILT AND WEEKLY.

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No III Twelfth Street . - ALTOONA, PA.



EING on the main line of the Pennsylvania

Railroad, the great double track trunk route between the East and West, Altoona enjoys

superior advantages in the matter of transportation. Cars from every part of the Union come to Altoona with their i rigical lading, and freight may be billed through ferm hier et the Paritie in Galf grast and the Diminion of Capalia. Althora being the terminus of a division. all trains sure here to change engines and crows and take in through passengers for east in west. A number of branch lines read's every corner of the county to the seuth and east: Williamsburg. Martinsburg. Rearing Sering. Henrietta. Newton and the terminus of the Morris als Core Branch at Henrietta daly about three miles form the Huntingthmand Broad Tire Religion, evtending ir a Hastisgina south to Belford and 'Hydiman, Pal. and Cumberland, Marpland.

At Bellwick, seven miles eastward, connection is made with the Peansylvania and North Western, which extends nutritivest through the right coal regions of Cambria. Clearfeld and Jefferson Counties to Punnsutamner and there organismith the Rochester and Plansburg Rallingai to DaBois. Braiford and Western New York.

At Thirst framess alles authors three branches lead of to the north and northeast; the Tyrone and Clearfield extending to Clearfield. Curwensville and Du-Buis, the Bald Eagle Valley extending to Bellefonte and Link Haren, connecting at the latter point with the Pollulelobia and Erie r ad its Williamsport on the east and Renital Emporium Kane, Warren, Court and Erie in the mistigned the Torone and Lewisburg branch extenilog a staeust to Pennsylvania Farnate in Centre County.

At Huntinglien, thirty-four miles east, connection is made with the Huntingian and Broad Tay for Bediard and Camberland, the latter on the line of the Baltimore ami Osi Rai'r ad.

At Cress z. ziteez miles westward, two branches lead off in muthe main line, one extending to Ebensburg. Spang it and Carrolltiva, and the other to Ashville. Fragality and Coalners.

All these mais bring marchaetise to Alexandral and lumber expectally—and many people for min distance wh. buy go. is if the Altonia merchants, while every day a zalderable quazzitties of merchandise are shinned away from here to patside merchants and others, this being a natural wholesale distributing oring.

There is also aporther short road, the Altimas, Clearfield and Northern extending from the eastern suburb, Juniaia, to Winstituck mi natain resituani cial felis of Cambria County, which bring considerable amount of coal and lumber to the city. Another sailthad is sponto he constructed to Althona, coming in from Phillipshung on the north, and opening up a rich field for the benefit of this clim. Alteona, with her nearly \$0.00 inhabitants, is the valuable a prize for railroad enterprize to remain langer within the power of but a single read, however friendly to her interests that one may be.

The railroad traffic passing through Altoona is immense. The tonnage of the Pennsylvania Railroai for 1904 was about one-seventeenth of the entire tonnage of the United States, according to the United States census report and probably one-half of this passed through Alteena.

Twelve passenger trains leave Altoona daily for the west and eleven for the east, and some of these trains are composed of two or three sections, practically so many additional complete trains. Six passenger trains depart each day for the southern part of the county ever the branches previously mentioned.

The number of freight trains leaving and activing depends of course on the condition of trade, crops, etc., but it is seventy to ninety per day.

Altoona has one of the largest freight varûs in the country, being over five miles long and capable of holding thousands of cars.

Statistical of the Pennsylvania Railroad.

Capital stack	\$129,298,200,6
Miles of railroad awned and operated east of Erie	if Pinisburg and
M les of railroad owned and operated west Erie	of Pittsbarg and
Total mileage of twoed, operated a	ind lessed lines. 5.816
Number of tons of freight handed one mile east of Pittsburg and Erie, year ending	
189	5.209.716.7%
Number of Passengers partied in 1894 Average distance traveled by each passeng	er. 15 milest equal to
1.072.719.597 passengers carried one m carried 1.072.719 597 miles, equal to 42	nile or one passenge: .909 times around the
earth. Walne of shops at Altoona, buildings, and g	
atticialis madient, aban	\$2,0,0,000000
Number of men employed in Altoona : roll, 1995: Machine Shops 4,051. Car minta Shops 749: Total.	sbips Dacember Ships 2.364, Ja-
Number of men employed per the three divi	sions centering
here, who residé de Altoonas estimat Pirisburgh Division and i _s of Middle I	ec by taking (; Division 1.58)
Total Pennsylvania Railroad emply	res in Altoona 9.084
Monthly gay roll for shops	
Aminor raid out monthly for material and s	
Tital aminut if miney put in circulation by the Railroad Company, about	Here monthly
* *	

The translation of the control of th



HE CITY has two lines of electric cars, both are under one management and the service is very satisfactory.

The first road was built in 1882 by the City Passenger Railway Company and was opened on the 4th of July of that year with a notable demonstration. Electricity was not then in use and horses were the motive power. The line at that time was about three miles long, extending from First Street along Chestnut Avenue to Eleventh Street, along Eleventh Street to Eleventh Avenue, along Eleventh Avenue to Bridge Street (between Sixteenth and Seventeenth Streets), along Bridge Street, across

the railroad and curving to Seventeenth Street, along Seventeenth Street to Eighth Avenue, and along Eighth Avenue to Fourth Street where the cars were turned on a turn-table and went back over the same route. Soon afterward a branch was constructed from the corner of Eighth Avenue and Seventeenth Street along the street to Seventh Avenue and along Seventh Avenue to Twenty. Fifth Street, cars returning by same route.

In 1889 and 1890 a line was constructed from the corner of Eleventh Avenue and Bridge Street along the Avenue to Eighteenth Street, along Eighteenth Street—one square—to Union Avenue, along Union Avenues—passing under the railroad—to Broad Street and along Broad Street to city line at Twenty-Seventh Street. The line was also extended from Fourth Street and Eighth Avenue, along the street to Sixth Avenue and along

Sixth Avenue to Lloyd Street, below First Street.

In 1891 electricity took the place of horses as the propulsive force, a power house being erected on Nineteenth Street between Ninth and Margaret Avenues.

A line of track was also projected from Chestnut Avenue and Seventh Street, along Seventh Street to Fourth'Avenue; the trolley poles were erected, but no tracks have yet been put down.

In 1892 the Altoona and Logan Valley Electric Passenger Railway Company was formed and in 1893 they built a line to Hollidaysburg, six miles.

Early in 1894 they built a line to Bellwood, seven miles.

The Hollidaysburg line begins at the corner Twelfth Street and Ninth Avenue and extends along Ninth Avenue to Thirteenth Street, along Thirteenth Street to Fifth Avenue, along Fifth Avenue south-eastward to city line and beyond to Hollidaysburg.

The Bellwood line extends from the corner of Eleventh Street and Eleventh Avenue, along Eleventh Avenue to Ninth Street, along Ninth Street to Howard Avenue—four squares—along Howard Avenue to Third Street, along Third Street—one square—to Lexington Avenue, along Lexington Avenue to First Street, along First Street to Chestnut Avenue and north-eastward on the county road, a continuance of Chestnut Avenue—one



View from Ninth Street Bridge Looking West, Machine Shops Yard at the Left, Twelfth Street Bridge in the Distance.

mile—to Juniata, and from there crossing the railroad, down the valley of the Little Juniata—five miles—to Bellwood.

The Logan Valley, soon after its completion, secured a controlling interest in the City Passenger, and the two roads are now operated practically as one, under the same Superintendent. The Broad Avenue branch has been extended along the éntire length of that thoroughfare to Thirty-first Street, from whence it is to be extended, curving to the eastward, to intersect with the Logan Valley line at about what would be Fifth Avenue and Thirty-sixth Street, if streets and avenues

were projected so far. The Bellwood branch is also to be extended northeastward to Tyrone, fourteen miles from Altoona.

In the city, cars run six minutes apart, and on the Logan Valley to and from Hollidaysburg, every fifteen minutes, and to and from Bellwood, every half hour during the day and until a late hour at night.

Fares in the city, including a transfer if desired, over any of the City Passenger Lines are but five cents, and the same charge is made to Lakemont Park or Llyswen, and ten cents to Hollidaysburg. To Juniata, the fare is five cents and to Bellwood, ten cents additional. No transfers are given between the City Passenger and the Logan Valley.

Lines have also been projected on other streets and avenues in the city beside those already noted, and some of them are likely to be built soon, especially one up the Dry Gap along Nineteenth Street or on Washington Avenue.

The Logan Valley Company laid out and beautified a fine park with a large artificial lake at a point midway between Altoona and Hollidaysburg which they called Lakemont, and which has no equal for beauty in the state. It is visited daily in summer time by hundreds and often by thousands of people, and in winter time the lake affords excellent skating, no charge being made for admission at any time.

Mileage, Equipment and Officers of the Electric Railways.

The City Passenger Railway and the Altoona and Logan Valley Electric Railway, being practically one so far as the public is concerned, are so treated in this connection.

The length of track of the two, within the city and between the power house at the south and Juniata Borough northeast, is eight and one-fourth miles.

Length of track from the power house at Thirtysecond Street and Fifth Avenue, four and one-half miles.

Length of track from Juniata to Bellwood, five miles.

Aggregate mileage of electric road, seventeen and three-fourth miles, two miles of which between the power house and park, is double track.

Tracks are laid and cars run on the following streets and avenues:

Eleventh Avenue, between Ninth and Eighteenth Streets.

Eleventh Street, from Chestnut Avenue to Eleventh Avenue.

Chestnut Avenue, between Eleventh Street and city line east and Juniata.

Ninth Street, between Howard Avenue and Eleventh Avenue.

Howard Avenue, between Ninth and Third Streets. Bridge Street, from Eleventh Avenue across the rail- . road to Seventeenth Street.

Seventeenth Street, between the Pennsylvania Railroad, main line, and Seventh Avenue.

Seventh Avenue, between Seventeenth Street and Twenty-sixth Street.

Eighth Avenue, between Fourth and Seventeenth Streets.

Sixth Avenue, between Fourth Street and east city line and beyond.

Union Avenue and Eighteenth Street, from Eleventh Avenue to Broad Avenue.

Broad Avenue, from Union and Margaret Avenues to Thirty-first Street.

And for short distances, connecting with the foregoing on Lexington Avenue, Third, First and Fourth Streets.

Power is supplied from two houses which connect with both lines, the City Passenger's plant on Nineteenth Street near Ninth Avenue and the Logan Valley's new plant at Fifth Avenue and Thirty-second Street.

The rolling stock of the two companies consists of twenty-five closed cars and thirty-three open cars.

The number of employes is 175.

The capital stock of the City Passenger is...... \$200,000 And of the Logan Valley, authorized \$500,000, issued ... 375,000 Total stock outstanding...... \$575,000

The number of passengers carried in 1895 was

2,860,000.

The officers of both companies are:

JOHN LLOYD, President,

C. A. BUCH, Secretary and Treasurer.

S. S. CRAINE, Superintendent,

A. J. RILEY, Esq., Solicitor.



F. A. WINTER,

1425 ELEVENTH AVENUE.

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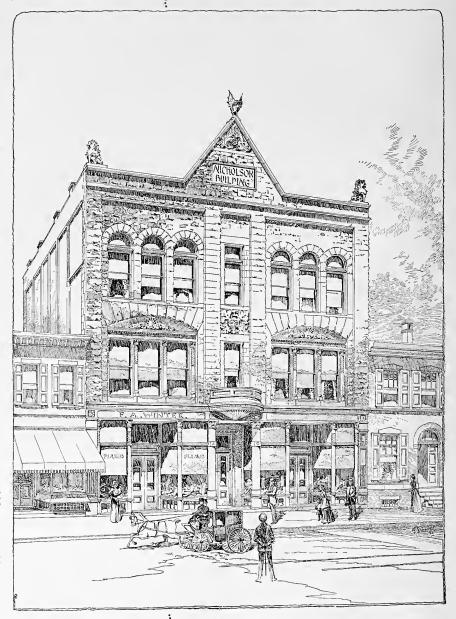
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ALSO THE POPULAR AND FAVORITE

Kranich & Bach, Starr

And Many Other Makes of Pianos.

Material Resources and Business of Altoona,



N ADDITION to being the location of the principal shops of the Pennsylvania Railroad Company, the depot and base of supplies for

engines, cars and furnishings, and the headquarters of the General Superintendent, the Superintendent of Motive Power and Superintendents of other lesser departments, employing, in the aggregate, over 9,000 men, which would suffice alone for the foundation of a large city. Altoona has other substantial advantages.

Situated on the main line of this great trunk route between the East and West, she is surrounded on all sides with the elements of wealth and prosperity. Large deposits of bituminous coal, and beds of fire clay to the north and west. Iron ore to the southeast; limestone in almost inexhaustible supply on three sides and mountains of ganister stone nearby, indispensable in the manufacture of steel and formerly imported from Europe. Lumber regions to the north, east and west, and a rich agricultural country south. All reached and penetrated by the Pennsylvania Railroad and branches or leased lines, and with other competing lines seeking an entrance, her furture stability is assured. Altoona is also the natural distributing point for the territory within a radius of forty to one hundred miles in every direction and is destined, at no distant day, to become an important wholesaling city.

Manufacturing Interests.

The manufacturing interests of Altoona are now largely with the Railroad Company, and include the production of engines, cars, both freight and passenger, and all kinds of railroad supplies. We have in addition to this mammoth industry:

One ROLLING MILL employing 135 to 175 men, and producing annually \$250,000 to \$300,000 worth of merchant bar iron.

One Large Machine Shop and foundry, employing from 150 to 200 men, and making a class of stationary engines with a world-wide reputation for power, beauty of construction and smoothness of motion.

Two other Iron Foundries.

One Silk Mill, employing 250 women and boys preparing the raw silk into yarn for the loom.

One ICE PLANT, employing 30 men and manufacturing 50,000 pounds of ice per day from pure distilled water, by chemically produced cold.

Twelve Planing Mills, employing in the aggregate 350 to 500 men in the mills, manufacturing rough lumber into doors, sash, frames, etc., also several hundred carpenters outside.

One Brick Yard, employing 25 to 40 men and producing 3,000,000 building brick annually.

One Brush Factory.

One Broom Factory.

One SOAP FACTORY.

One Washing Machine Factory.

One Mattress Factory.

Three Manufactories of Soft Drinks.

Three MARBLE AND GRANITE WORKS.

One STEAM DYE WORKS.

One FLOURING MILL.

TWO CHOP AND FEED MILLS.

Four Breweries, employing 50 men and having an annual capacity of 75,000 barrels of beer and porter.

One CANDY MANUFACTORY.

Three Cabinet Shops.

Six CIGAR FACTORIES, employing in the aggregate 50 to 75 persons.

Four ICE CREAM MANUFACTORIES.

Eleven MERCHANT TAILORS, employing in the aggregate 150 to 200 persons in the manufacture of fine clothing for the citizens of Altoona and vicinity.

Forty Shoemaker Shops, employing 75 to 100 men making and repairing shoes and boots.

Five Wagon Shops, employing 20 to 30 men making and repairing—principally the latter—wagons, carriages and sleds.

Eleven WATCHMAKERS AND JEWELERS, employing in the aggregate 25 men repairing watches and clocks used in Altoona and vicinity.

Five Harness and Saddler Shops, employing 20 to 30 men making and repairing harness for the local trade.

Eleven Bakeries, employing 50 to 60 men in the production of bread, cakes, etc.

Nine Printing Offices, employing 150 to 200 men and boys, printing four daily and four weekly newspapers besides irregular publications, book and job printing.

One BOOK BINDERY, doing the local work of the city and vicinity.

In addition to which are fully 1,000 mechanics in the house building line, carpenters, plasterers, masons and painters, making on an average 300 new houses annually for new residents of this growing city. Also, 150 to 200 plumbers and tinners, including proprietors and journeymen.

Altoona needs more manufactories and she invites them to come here, insuring them a cordial reception by the citizens at large, and a sure and profitable business. Enterprise and energy, an invincible combination, is sure of a rich reward in this Mountain City.

Mercantile, 30

In the mercantile line we have the following and there is room for more:

Four Wholesale Grocery and Provision Houses. One Wholesale Wood and Willow-ware House. Three Wholesale Produce and Commission Houses.

Three Wholesale Confectioners.

Seven WEOLESALE COAL DEALERS.

Four Wholesale Cigar and Tobacco Houses.

One Wholesale Dry Goods and Notion House.

Three $D_{\rm RY}$ Goods Houses that sell wholesale and retail.

Six dealers in Builders Supplies, besides the planing mills.

Four Banks with an aggregate capital of \$400,000.

In addition to the above are several wholesale agents who carry only samples for firms in other cities.

In the retail trade there are:

Seven DRY GOODS STORES.

Nine BOOK AND STATIONERY STORES.

Three China, Glass and Crockery Stores, exclusively, besides three Novelty Stores that handle large quantities of the same goods.

Fourteen CLOTHING AND GENTS' FURNISHING STORES.

Three HAT AND GENTS' FURNISHING STORES.

Twenty-two RETAIL COAL DEALERS.

Twenty-two DRUG STORES.

Six Flour and Feed Stores.

Ten FURNITURE STORES, three of which carry other lines.

Forty-six General Stores.

One hundred and thirty GROCERY AND PROVISION STORES.

Two Butter Markets.

Seven Hardware Stores.

Six Installment and House-furnishing Stores.

Fifty-five MEAT MARKETS.

Ten Milk Depots.

Six MILLINERY STORES.

Four Music Stores.

Five Novelty, Notion and 5 and 10c. Stores.

Eleven Shoe Stores, and twenty to thirty other dealers that sell shoes.

Four TEA STORES.

Nine Jewelry Stores; watches, silverware, etc.

Three Department Stores, (these are enumerated also with the dry goods.)

Professional,

Eight Aldermen; one for each ward.

Forty-s ven LAWYERS.

Sixty-two Doctors, including two ladies.

Thirteen Dentists' Offices.

Three Architect Firms.

Miscellaneous, X

Four Florists and Greenhouses.

Fifty-four BARBER SHOPS.

Thirteen BLACKSMITH SHOPS.

Two Carpet-Cleaning Establishments.

Twenty Painters and Paper-Hangers, with shops.

Five Fruit Stores carrying fair stock, besides numerous smaller ones.

Six STEAM and HAND LAUNDRIES.

Five LIVERY STABLES.

Six Photographers.

Twenty-four Plumbing Shops.

Six Sewing-Machine Agencies.

Twelve Restaurants; three first-class.

Eight TIN SHOPS.

Eight Undertakers and Funeral Directors.

Twenty-seven Hotels, and twenty-two others with hotel license.

Eleven FIRE INSURANCE AGENCIES.

Five Life Insurance Agencies.

Three Money Loaning Agencies; real estate security

Two PAWN SHOPS.

Five REAL ESTATE AGENCIES.

Thirty-four Building and Loan Associations.

One THEATRE OR OPERA HOUSE

One Music Hall-East Side Theatre.

One VARIETY THEATRE OR MUSEE.

One NATATORIUM OR SWIMMING SCHOOL.

Twelve Public Schools and five Parochial Schools. Three Business Colleges, or Commercial Schools.

Forty-two Churches, comprising sixteen denominations, with church property valued at \$1,200,000.

Transportation, Light, Etc. 30

Two RAILROADS, and another projected.

Two ELECTRIC PASSENGER RAILWAYS, under one management, twenty-five miles of track, with lines to Hollidaysburg on the south and to Bellwood on the north east.

One Express Company—the Adams.

Two TELEGRAPH COMPANIES—Western Union and the Postal Telegraph-Cable.

Three ELECTRIC LIGHT PLANTS, owned by one company, whose 200 two-thou and candle power arc lights, supplemented by those of the Pennsylvania Railroad Company, make this the best lighted city in the country.

One GAS COMPANY, with one of the finest plants in the State, making both coal and water gas.

Two Telephone Companies, giving the lowest known rates.



MANUFACTURES.



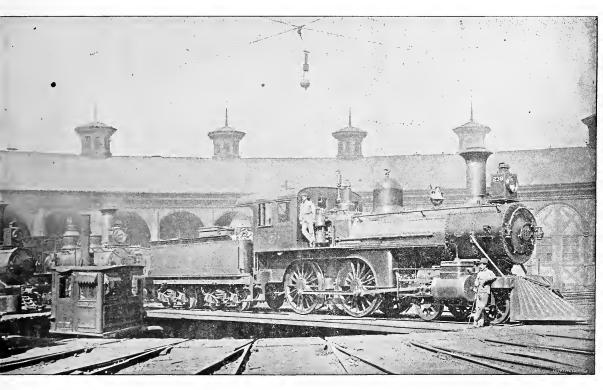


LTOONA is pre-eminently a manufacturing city; yet because that great corporation, the Pennsylvania Railroad Company, by whom

the major part of the artisans and mechanics are employed, make use of all their own manufactured product, the inhabitants hardly realize the fact, and the city does not receive sufficient credit for it, either at home or abroad. If the products of these shops were disposed of in the mirkets of the world, they would bring in millions of dollars annually, and Altoona would be known far and wide as the place where cars, engines and all kinds of railroad supplies were made in greater quantity than anywhere else in the country: or, if the Pennsylvania's plant were divided out among private corporations, it would suffice for twenty-five or thirty large ones; and thus the place would have more pres-

tige abroad without any better claim for it than now.

In addition to the railroad shops there is a large establishment engaged in the manufacture of steam engines and all kinds of machinery and castings; a rolling mill, turning out many thousand tons of merchant bar iron annually; two smaller iron foundries; a very large silk mill, operated as a throwing establishment—making yarn and thread ready for the weaving, which is done by the same firm in the east; an extensive brick-yard, producing building brick; eleven planing mills, manufacturing large quantities of dressed lumber, sash, doors, shutters, mouldings, brackets, and all the different articles in wood that go to make up a finished dwelling or a complete business block. Besides these are numerous smaller manufacturing industries, four large breweries, etc., etc.



Pennsylvania Railroad Locomotive Engine, Turntable and Round House,



JOHN P. LAFFERTY,

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RESIDENCE: 1013 LEXINGTON AVE

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WHOLESALE AND RETAIL DEALER I

Milk, Cream, Butter & Eggs

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JOHN O'TOOLE,

ALDERMAN,

REAL ESTATE AGENT,

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ORR, BLAKE & CO. Limited,

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DEALER IN

General Merchandise,

COR. LEXINGTON AVENUE AND SECOND STREET.

G. CASANAVE,

MANUFACTURER OF

Harness and Saddles



3d building west of P. R. R. Station 30 1213 ELEVENTH ST.

ALTOONA, PA

Shops of the Pennsylvania Railroad Company,



HESE are among the largest, if not the largest railroad shops in the United States, and est ranfoau suops in the employ over seven thousand men. They consist of three distinct plants in different parts of the

city, but all lying east of Sixteenth Street.

The original plant lies between Ninth and Tenth Avenues, between Eleventh and Sixteenth Streets, and occupies twenty-eight acres of ground, the buildings having an actual floor area of over ten acres. Originally all the departments were located here: locomotive, freight car and passenger car, and machinery and supplies. Now, however, this part is called the Machine Shops, and includes the following shops and departments:

Machine Shops.

One iron foundry, size 100x250 feet, where all the iron castings used in the construction of cars are made, with the exception of car wheels.

One brass foundry, size 60x80 feet, where car wheel bearings and all brass castings are made.

One blacksmith shop, size 56x273 feet, with a wing 66x124 feet, containing thirty fires and three bolt fur-

One blacksmith shop, size 67x188 feet, containing twenty fires.

One blacksmith shop in part of old No. 2 round house, containing twenty-six fires.

One wheel foundry, size 72x140 feet, and a wing, 56x94feet, with engine-house and boiler-house adjoining. The cupola chamber of this foundry is 29x40 feet, and the ladle will hold 20,000 pounds of melted iron.

One new wheel foundry, size 66x160 feet, with cupola of forty tons capacity.

One boiler shop, size 70x125 feet, with an addition or L, size 53x62 feet, and another building used for finishing which is 58x124 feet. Also about two-thirds of the old No. 2 round-house is used as a boiler shop and devoted to repairs.

One flue shop, 45x126 feet, where the flues of the boilers are made and repaired.

One lathe shop, 70x426 feet, two stories high, where castings are planed and turned smooth, cylinders bored

One vise shop, T-shaped, one part 60x250 feet, and the other 60x90; also a grinding room 60x100 feet. In this shop the different pieces of steel used in the construction of engines are filed and ground smooth, and fitted with great precision, so as to work perfectly in the position for which they are designed.

One air-brake shop, size 60x75 feet, in which the airbrake machinery and supplies are made; also steam guages, safety valves, etc.

Three erecting shops, two of which are 66x350 feet, and one 52x356 feet, in which the locomotive engines are put together and made things of life, power and beauty. Traveling cranes, capable of lifting twenty-five tons weight are used to handle the heavy pieces of iron and steel used here.

One paint shop, 36x300 feet, in which the engines, tanks and cabs are painted, ornamented and varnished.

One tin and sheet iron shop, size 67x150 feet, where all the tin work and many articles in sheet iron and copper are made.

One telegraph machine shop, size 48x60 feet, in which much fine work is done in the manufacture and repair of telegraphic and electrical apparatus and supplies.

One pattern shop, size 70x140 feet, furnished with a 30-horse-power engine, planers, saws and other woodworking machinery. Here all the patterns for the various castings used in the shops are made. A pattern storehouse, 50x100 feet, is connected with this shop.

One cab and tank shop, size 42x105 feet, in which cabs and tanks are repaired, wheelbarrows and cowcatchers made and other work done. The new cabs are now made at the Car Shops.

One carpenter shop, 28x60 feet, with office attached. This is the headquarters of the carpenters who repair roundhouses and shops, build signal towers, repair bridges, etc.

One roundhouse for Middle Division engines, size 235 feet in diameter, with turntable and thirty-one tracks. Here engines are groomed, cleaned, examined and have slight repairs made to them when required after each trip, and prepared for the next run.

One roundhouse for Pittsburg Division engines, size 300 feet in diameter, with turntable and forty-four tracks. The men who take charge of the engines when they come in and make them ready for succeeding trips are commonly called engine hostlers.

One building, two stories high in part and three stories in part, size 40x200 feet, used as storehouse and testing room on first floor, and offices, testing department and chemical laboratory on second and third floors. The store contains the various small tools and supplies used about the shops and along the road between Pittsburg and Philadelphia; and the storekeeper keeps a record of all material used in the construction of everything made in the shops or furnished to other shops along the road. Many thousands of dollars worth of goods pass through the storehouse monthly.

The testing department examines and tests all material bought for use in the shops, before it is accepted; this being done by both mechanical and chemical tests.

The clerical department, keeping a record of all the work done, cost of the same and the time of the men, requires the assistance of more than forty accountants.

The department of labor is also one of considerable importance and requires over one hundred men loading, unloading and shifting cars and keeping the shop yard in proper shape. The foreman of this branch has a small office building for his use.

The watchmen form another part of the service, not less important than the others, as it is their duty to guard against fires and theft. Over forty of them keep watch of the buildings, grounds and merchandise; sixteen by day and twenty-five by night.

The different kinds of work done here will be ap-

The other departments are conducted on a scale of equal magnitude, but the kinds of work do not admit of a totaling so comprehensive and intelligible to the casual reader.

G. W. Strattan is Master Mechanic of these Shops.

🎇 Car Shops, 🍇

The Car Shops, "lower shops," as they are commonly called, though not so appropriately since the erection of the Juninta shops still farther eastward and down the valley, were the first enlargement made by the company



Twelfth Street Offices of Pennsylvania Railroad Company and Residence of General Supernitendent

parent from the foregoing, and some conception of the amount from the following figures:

Average amount of iron melted at the iron foundry for the past ten years, 38,500,000 pounds, or 19,250 tons annually. This does not include the wheel foundry.

In the car wheel foundry 100,000 to 110,000 wheels are moulded annually, each wheel weighing 500 to 700 pounds.

In the boiler shop an average of two locomotive boilers per week have been made for ten years past, besides many stationary boilers and repairs to thousands of both kinds annually. after the original site at Twelfth Street became overcrowded. They were erected in 1869-70, and are situated between the main line tracks and Chestnut Avenue, from Seventh Street eastward to a point below First Street, the lumber yard extending still further eastward for a distance of one-half mile to Juniata shops. Previous to the building of these shops, the car work, both new and repair, was done in the shops located near Twelfth Street, but since then all such work has been done here at these Car Shops.

The car shops occupy 61 6-10 acres, including yards, and consist of the following buildings: No. 1 planing mill, in size 72x355 feet, filled with all kinds of planers,

mortising and boring machines, and other wood-working machinery, driven by a 250-horse-power Corless engine, which is located in an adjoining building, 25x160 feet, and to which all shavings are carried through large iron pipes by force of suction of large blowers. The various pieces of wood used in the construction of cars are here made ready to fit into their proper places without change.

No. 2 planing mill, 44x77 feet, with carpenter shop attached, 40x115, and engine room 16x38, and boiler room 25x39. This planing-mill is engaged for the most part in getting out work for the company's buildings, depots, telegraph towers, etc., but much other work is done. There are machines for wood carving, and for turning all kinds of handles for tools.

A blacksmith shop 80 feet wide and 493 feet long, in which are fashioned all the various shapes of iron for use in car building. Here are steam-hammers of 1,200 to 5,000 pounds stroke, used in forging heavy irons. A bolt machine weighing 60,000 pounds, capable of making 1,000 two-inch draft pins in a day; another of 40,000 pounds weight, which makes 3,000 coupling pins in a day. Immense iron shears, capable of cutting a bar of cold iron 3 inches thick and six inches wide in a second's time, or punch a hole three inches in diameter through a plate of cold iron two and one-half inches thick with the same facility.

A bolt and nut shop, 30x135 feet.

A truck shop, 75x85 feet, where car trucks are put together ready to set the car body on.

A machine shop, 70x130 feet. Here are two hydraulic presses for forcing wheels on the axles and taking them off when unfit for further service. These presses can exert a power equal to the weight of one hundred tons, and wheels must go on the axle with a pressure of not less than twenty-five tons in order to be secure.

An upholstering shop, 70x200 feet, divided into several rooms.

A cabinet shop 70x167 feet, and another room 70x200 feet, formerly the passenger car paint shop but now used by the cabinet-makers; also a room on the second floor of this latter building 50x70 feet; also another room 12x25, used for steaming and bending wood into various shapes.

A passenger car shop 132x211 feet, and connected with this is a storage building for iron work 20x100 feet, and a shed for dry and worked lumber, 70x75 feet. This department is capable of building twenty-five passenger coaches per month, but as a great deal of repair work is done they seldom make so many new cars in a month. The magnificently luxurious parlor cars of the company are all made here.

A paint shop, 135x420 feet, wherein all the passenger, parlor, mail, express and baggage cars are painted, ornamented and varnished. It will hold forty of the largest passenger cars, with room for men to work on all at the same time.

Another paint shop, 100x400 feet, in which freight cars are painted. It is not large enough, however, to hold all the freight cars usually in the process of build-

ing, and many are painted while standing on the tracks outside. Another paint shop, 53x54 feet, used by the house painters who paint depots, telegraph towers and other company buildings.

An air-brake shop, 55x250 feet, with three tracks running the entire length of the building. Annexed to this building is a storage building, 25x60 feet, and an office for the foreman, 15x18 feet. Also a large covered platform, 20x90 feet, for storage purposes.

A freight car shop which is circular, 433 feet in diameter, with a turntable 100 feet in diameter, in the open space, or court, in the centre. Within the covered space of this shop seventy-five freight cars can be built at once, and while numbers of others receive repairs on the tracks within the circle.

A tin shop, 70x175 feet.

A buffing room, 37x100 feet, occupying the second floor of a brick building near the tin shop.

A store house, one floor of which is 36x124 feet, and another floor 36x87 feet, and an additional building, 30x50 feet, for storing nails.

An oil house, 16x26 feet, containing oils and cotton waste, used in the axle boxes of the cars.

A fire engine house, 30x50 feet, in which is kept a steam fire engine and hose carriage as a protection against fires.

A lumber yard covering twenty-five acres of ground, included in the 61 6-10 above, and in which are stored several million feet of the best lumber. The lumber being constantly received, dried and loaded for the shop, requires the assistance of seventy-five men.

Thirty watchmen are employed in these shops.

The general foreman and the shop clerk's offices occupy a large brick building adjoining the storehouse, and the force, including officers and clerks, numbers twenty-three persons.

John P. Levan is the General Foreman of these shops.

The Juniata Locomotive Shops, 💸

This latest addition to the works of the Pennsylvania Railroad Company at Altoona were begun in September, 1888, and finished in 1889-90. The first engine was turned out July 29th, 1891. The buildings occupy a plot of ground 33 6-10 acres, lying just east of the Car Shops'lumber yard, and between it and the Borough of Juniata, and comprise the following:

A machine shop, 75x258 feet, two stories high.

A boiler shop, 30x386 feet.

A blacksmith shop, 80x306 feet.

An erecting shop, 70x354 feet.

A boiler house, 45x78 feet.

An electricity and hydraulic building, 45x60 feet.

A paint shop, 67x147 feet.

A paint storehouse, 51–9x5–9 feet.

An office and storehouse, 52x71 feet, two stories high.

A gas house, 17x91 feet.

These shops furnish employment now to almost 800 men, and have a capacity for building 150 new locomoengines per year.

T. R. Browne is Master Mechanic of these shops. All the buildings of the Railroad shops are brick, with the exception of a few small offices, some of

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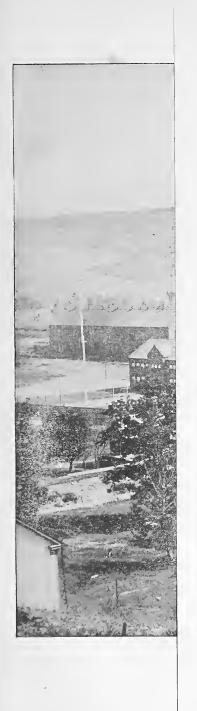
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Juniata Locomotive Shops, Brush Mountain in the distance, as seen from the Hill-top just east of Altoona City Line.

The stream flowing through the culvert is the Little Juniata, this being very near its head waters. At the first culvert is the Passenger Station and Terminus of the Altoona, Clearfield and Northern Railroad. City Passenger and Logan Valley Electric

Railway Cars pass along the highway here.



them are two stories in height, and one, the testing rooms of the Machine shops, three stories high; others such as the blacksmith shops, round houses, foundries, etc., are one story, in order that light from the roof may enter. The blacksmith shop at Juniata is two stories high.

In addition to these shop buildings there are two large office buildings standing on Twelfth street, one at the corner of Eleventh Avenue, a three story brick, about 50x120 feet, and one on the corner of Twelfth Avenue, about 80x100 feet, three stories high. The former is used as the offices of General Superintendent of the road, the Superintendent of Altoona Division, Superintendent of Motive Power, Principal Assistant Engineer, Maintenance of Way Department and Tele-

graph Department. The later contains the offices of General Superintendent of Motive Power, Motive Power Clerk and Mechanical Engineer. Other departments of the road, viz: Ticket Receivers and the Relief Doctors have offices in the second story of the Passenger Station.

The Railroad Company also owns the Logan House building and grounds, and a large three story brick double dwelling on Eleventh Avenue, just west of the General Superintendent's office, in which reside the General Superintendent of the road and the General Superintendent of Motive Power; also several other dwellings on Twelfth and Eighth Avenues, occupied by officers of high rank.

Officers of the Pennsylvania Railroad Company, 1895.



George B. Roberts, President.

S. M. Prevost, General Manager.

J. R. Wood, General Passenger Agent.

William H. Joyce, General Freight Agent.

A. W. Sumner, Purchasing Agent.

James A. Logan, General Solicitor.

The foregoing have their offices in the City of Philadelphia, in the magnificent building, erected for Passenger Station and General Offices, on the corner of Broad and Market Streets.

The following officers are located in Altoona:

- F. L. Sheppard, General Superintendent Pennsylvania Railroad Division.
 - C. A. Wood, Chief Clerk to F. L. Sheppard,
- F. D. Casanave, General Superintendent of Motive Power.
 - W. H. Rohrer, Chief Clerk to F. D. Casanave.
 - B. F. Custer, Chief Clerk of Motive Power.
- J. M. Wallis, Superintendent of Motive Power Pennsylvania Railroad Division.
 - W. E. Blanchard, Chief Clerk to J. M. Wallis.
 - C. T. Witherow, Motive Power Clerk.
 - H. M. Carson, Assistant Engineer Motive Power.
 - M. W. Thomson, Principal Assistant Engineer.
 - A. C. Shand, Assistant Principal Engineer.

- John R. Bingaman, Chief Clerk Maintenance of Way.
- W. S. Humes, Chief Clerk of Transportation.
- A. S. Vogt, Mechanical Engineer.

Charles B. Dudley, Chemist.

- R. E. Marshall, Superintendent Altoona Division.
- O. F. Delo, Chief Clerk to R. E. Marshall.
- W. C. Snyder, Train Master, Altoona Division.
- W. F. Taylor, Chief Telegraph Operator, Altoona Division.

Christ McGregor, Yard Master, Altoona Division.

- G. H. Neilson, Supervisor, Altoona Division.
- H. B. Weise, Assistant Supervisor, Altoona Division.
- D. Steel, Assistant Train Master, Pittsburg Division.
- Wm. Herr, Assistant Train Master Middle Division.
- G. W. Strattan, Master Mechanic, Machine Shops.
- A. W. Mechen, Chief Clerk to G. W. Strattan.
- Joseph Davis, General Foreman Machine Shops.
- John P. Levan, General Foreman Altoona Car Shops.
- L. B. Reifsneider, General Inspector Altoona Car
- T. R. Browne, Master Mechanic, Juniata Locomotive Shops.
- S. B. Council, General Foreman of Juniata Machine Shop.

Charles T. Wilson, Station Master at Altoona.

- H. L. Nicholson, Ticket Agent at Altoona.
- A. T. Heintzelman, Freight Agent at Altoona.

Altoona Foundry and Machine Co.



TO HE SECOND industry to locate in Altoona was the Altoona Manufacturing Company. The works were familiarly known as McCauley's

shops and later the Altoona Car Works, as they built freight and coal cars at one time. Recently the company was re-organized as the Altoona Foundry & Machine Co.

The works occupy a plot of nearly six acres of ground on Broad Avenue, at the corner of Twenty-sixth Street, and extending back to the Hollidaysburg Branch railroad.

The buildings consist of:

A machine shop, 50x200 feet, two stories in height.

An erecting shop, 50x75 feet.

A tool room, 30x40 feet.

A pattern shop, 50x50 feet.

A blacksmith shop, 40x75 feet.

A boiler room, 30x40 feet.

A foundry, 50x150 feet.

A wood department, 50x100.

Three pattern storage buildings, one 30x150 feet, and two 30x75 feet each.

All the buildings are brick excepting the pattern storage.

Engines are built, all kinds of light and heavy castings made, and a general machine shop business carried on. The shops first erected were burned down May 23, 1879, but immediately rebuilt, larger and better than

The employes number 200 to 300 men, according to the demand for work.

The capital stock is \$100,000. Mr. M. A. Green, President and Manager, has been connected with the enterprise from the first. He is a thorough and practical mechanical engineer, an inventor of note, and an engine manufactured here bearing his name is known far and wide; having a reputation for beauty, strength and smoothness of action unsurpassed. They are manufactured in great numbers and are in use in all parts of the country.

W. B. Wigton is Secretary and Treasurer.



Altoona Iron Company,



URING the year 1872, a third industry, the Altoona Iron Company, was organized in Altoona, and the works erected during that year.

In April, 1873, they were first put in operation and have been running almost continuously ever since. The plant, a rolling-mill, is situated on the Hollidaysburg branch of the Pennsylvania Railroad, at Thirtieth Street and Eighth Avenue, and consists of eleven double and six single puddling furnaces, four heating furnaces, four trains of rolls, two 8-inch, one 16-inch, and one 18-inch; and one 3-ton hammer. The product is merchant bar

iron of superior quality, refined bar, band, hoop, oval, half-oval, round and scroll iron. Annual capacity on double turn, 18.000 gross tons. One hundred and fifty to one hundred and sixty men are employed, and the annual production is valued at \$250,000 to \$300,000.

The capital stock is \$150,000; value of plant, \$200,000.

The officers are, John Fullerton (of Philadelphia), President; H. K. McCauley, Secretary and Treasurer; Robert Smiley, Mill Manager.



The Silk Mill,



NE of the latest large industries established in Altoona was the silk mill. This was brought about by the united efforts of a number of

leading business men of the city why took stock in the enterprise and devoted a considerable amount of time and labor to its accomplishment, in 1888 and 1889. The buildings consist of a main structure, 45x250 feet, two stories in height, and an engine and boiler room, 50x70 feet, one story high; and an annex, 48x120 feet, with an L, 20x20, both two stories high and connected with the main structure by an overhead passageway, 20 feet wide, across Twenty-fifth Street.

All the buildings are of brick and substantially constructed on a heavy stone foundation. The brick stack for the boilers is over 100 feet in height and the largest brick smoke stack in the city. The annex was built some three years after the main building and does not belong to the original plant.

The main structure and boiler house were erected under the supervision of a building committee of the subscribers, on land owned by George Frost & Sons, of Patterson, N. J., who were to operate it. William Stoke & Co. were the contractors for the building. The plant as originally built cost \$60,000, of which sum \$44,000 was subscribed by the citizens of Altoona and the balance furnished by G. Frost & Sons. To secure the payment of the money subscribed by the citizens, bonds were issued to each subscriber to the amount of his subscription, and these were secured by a mortgage on the plant, given by G. Frost & Sons to trustees for the use of bond holders.

The mill was put in operation in the spring of 1889 and gave employment to over 200 women and girls, and it was a moving cause for the erection of 300 or more houses in that part of the city and suburbs.

Frost & Sons, however, having other large mills in the east, failed after two years, and the mill was taken into the hands of a committee of management for the bond holders. They leased it to the present operators, Schwarzenbaugh, Huber & Co., of New York. who are now running it steadily and profitably. They built and own the annex. About 250 hands are employed. No cloth is woven here, but the raw silk is prepared in the form of varn or thread for weaving in the eastern mills of the lessees. In silk mill parlance, it is operated as a throwing establishment.

The Ice Plant,

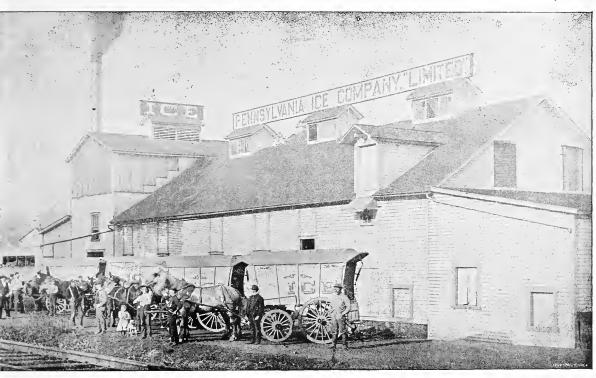
ANUFACTURED ICE, by means of artifically produced cold, is a recent invention—one of the seeming miracles of the Nineteenth Century.

This plant is located on the Logan Valley Electric Railway, on Mill Run, and near the intersection of Fifth Avenue and Thirty-first Street. It was constructed in the Spring of 1889 by the Pennsylvania Ice Company, limited, of which Mr. F. H. Seely is one of the principal stockholders and the resident manager. The plant consists of one large frame building, 40x100 feet in which are a tank room 46x80 feet, and a storage room 20x40 feet. An addition with boiler and engine room, containing

Branch of the Pennsylvania Railroad, on the Juniata River, below Hollidaysburg, where they have fourteen large ice houses. They are the most extensive ice dealers in the city, and supply the Pennsylvania Railroad Company, as well as hotels, stores and families in the

The process of making ice artificially is interesting, and may be briefly described as follows: A large tank is tilled with strong salt brine which is reduced to a temperature very much below the freezing point by the chemical action of ammonia, which is circulated through coiled pipes immersed in the brine. The water to be frozen is put into air and water tight cans, and the cans immersed in the brine until their contents are frozen solid

The cans used here are in size 11x22x44 inches and the cake of ice produced weighs 300 pounds. It requires sixty-eight hours to freeze one of these in the temperature maintained, but as there are 480 cans and they



Pennsylvania Ice Company's Plant, Fifth Avenue and Thirtieth Street,

a 100-horse-power boiler and an 80-horse-power Corless engine. Also an office building, 16x32, with second story, used as sleeping apartments for the teamsters. Stabling for twenty head of mules and sheds for the ice wagons.

The product is pure ice, made from pure distilled and filtered water. The capacity of the plant is 50,000 pounds of ice every twenty-four hours, when operated night and day. Thirty men are employed, and in the summer season nine wagons are run to supply customers throughout the city.

The company does not depend entirely on manufactured ice, but each winter cut and store large quantities in their ice houses at Point View, on the Williamsburg

are removed and filled systematically, a cake is taken out every seven and one-half minutes, making in twentyfour hours 50,000 pounds of ice.

Pleasing effects are produced by placing fish, fruit or flowers in a can before filling it, and then freezing the water around them, so that they can be seen in the centre of the block of ice when removed from the can. In this manner it would be possible to preserve a fish or fowl or basket of fruit for years, by packing other cakes of ice around this one to prevent it from

On the opposite side of the electric road is a large Natatorium owned by the same company and open to the public during the summer season.

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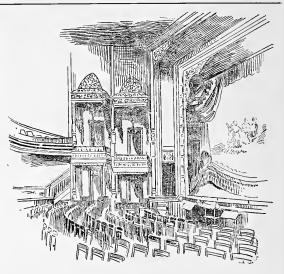
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Its list of attractions includes the leading Dramatic, Operatic, Spectacular and Vaudeville Companies, Lectures and

Concerts.

THE HOUSE May be rented for local entertainments



Planing Mills.



HE PLANING MILLS of Altoona constitute one of the leading industries. Of these there are twelve, and they give employment to sev-

eral hundred men, working lumber into the various forms necessary for building and putting in place in the new houses which are being constantly erected to supply the demand of the increasing population. These mills are located as follows:

WILLIAM STOKE'S mill, a brick building, Ninth Avenue and Twentieth Street.

M. H. MACKEY & Son's mill, a brick building, Ninth Avenue between Eleventh and Twelfth Streets.

ORR, BLAKE & Co., limited, a frame building sheeted with iron, Fifth Street, corner of Seventh Avenue.

ADAM BUCHER'S mill, a brick building, corner of Fourth Street and Seventh Avenue.

A. C. Lehrsch's mill, brick and frame, Seventh

Avenue and Second Street.

Frank Brandt's mill, brick and frame, Margaret

Avenue between Seventeenth and Eighteenth Streets.
G. W. Rhine's mill, a frame building, corner of

Green Avenue and Eighth Street.

D. J. Orner (lessee) mill, a frame building, Twen-

tieth Avenue and Eleventh Street.

PARKER BROTHERS' mill, a frame building, Fourth Avenue and Wallace Street, Juniata suburb.

W. B. BANCROFT'S mill, a frame building, corner of Fifth Avenue and Twenty-second Street.

M. A. Boslet's mill, a frame building, rear of Nineteenth Street near Twenty-first Avenue.

Keisel & Goodvear's mill, a frame building, Sixteenth Street and Nineteenth Avenue.

Most of these mills are large and well equipped with wook-working machinery driven by steam power, and all the firms are engaged in the business of contracting for and building houses. Besides these builders there are many other contractors, most important of whom, perhaps are Bunker & Fleck, whose office and lumber yards are on Seventh avenue between Fourth and Fifth Streets.



Flour and Chop Mills,



E HAVE but one flour mill in the city, that of C. Hauser, Jr., & Son, located on Eighth Avenue, corner Sixteenth Street, and known

as the City Flouring Mills. In the early days of the city a grist mill run by a wind wheel stood here. Later steam power was put in, and after a fire had burned the original buildings a large plant was erected by C. C. Stanberger, who had purchased it.

C. Hauser, Sr., and son, C. Hauser, Jr., bought it in 1876 and did a good business until 1888, when it was again partly destroyed by fire, and while rebuilt is only

operated now as a chop and feed mill.

There are two other chop and feed mills, one located on Union Avenue, between Eighteenth and Nineteenth Streets, operated by T. M. Biddle and doing an extensive business. They have a railroad siding into the mill. The other, on Seventh Avenue and Third Street, is owned and operated by R. McMullen and does a considerable amount of business. Mr. McMullen also has a shingle mill which he operates on the same lot.

Dr. S. C. Baker owns a large four story stone flour mill on Mill Run, near Seventh Avenue and Thirty-first Street, built in 1854, but it has not been operated for twenty years or more.

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Brick Yards.



OHN R. VAUGHN was the first brick manufacturer in Altoona. He established a yard and built kilns in the vicinity of Ninth Avenue and

Thirtieth Street, before the city had extended to that distance. These yards he operated for many years, and later his son, William F. Vaughn, was associated with him. On the death of John R. Vaughn in 1892, William F. Vaughn established a new yard and erected kilns at Eldorado, three miles southeast of the city; soon after which the yard at Thirtieth Street was abandoned. About 3,000,000 building brick are made here annually and they find a ready market at home. The number of men employed runs from 30 to 75.



Breweries,



F THE four breweries now running, that operated by Wilhelm & Schimminger on Thirteenth Street and Fifteenth Avenue is the largest;

having a capacity of 20,000 barrels per annum. Fourteen men are employed, and the plant is worth \$75,000. Martin Hoelle, the owner of the brewery, operated it for nearly twenty years, retiring in 1895. It was long known as the Hickory Brewery, but is now called the Altoona Brewery. It was built about 1870 by F. X. Endress & Company.

The Empire Brewery, under the management of J. M. Enzbrenner, is a large four story brick building, on Ninth Avenue between Eighteenth and Nineteenth Streets. It has a capacity of 12,000 barrels per annum, and employs six to eight men.

The American Brewing Co.'s brewery is on the corner of Thirteenth Street and Fourth Avenue and is a well appointed brewing plant; having a capacity of 20,000 barrels per annum and employing fourteen to sixteen men. This brewery was erected by Gust Klemmert about the year 1875, and long known as the Eagle Brewery.

The Union Brewery, operated by A. Bender, is situated on Fourth Avenue between Fourteenth and Fifteenth Streets, and is a brick building, comparatively new. Capacity 8,000 barrels per year. There are four to six men employed here.

In the early days of the city Kolley & Wahl and later Christian Wahl operated a brewery at 1313 Twelfth Avenue, which they called the Union Brewery, but this brewery closed operations eight or ten years ago and is now used as a manufactory of soft drinks and a livery stable.

The Empire Brewery was first built some twenty or more years ago on Thirteenth Avenue between Fourteenth and Fifteenth Streets, and was operated by Geo. Enzbrenner. The buildings at this place ceased to be used as a brewery in 1893, after the erection of the building on Ninth Avenue, and June 6, 1895, they were partially destroyed by fire.



Gas Works,



LLUMINATING GAS is furnished to the people of Altoona by the Altoona Gas Company, formerly the Altoona Gas and Water Company.

This company was chartered by special Act of Legislature, April 24, 1857, for the purpose of supplying Altoona with gas and water. The original capital was \$15,000. William H. Wilson was the first president and B. F. Rose secretary. The company secured the water at Pottsgrove, about one mile east of the city, and built a storage and distributing reservoir on the hill at the corner of Twelfth Street and Fifteenth Avenue, which was just outside the borough. They erected gas works on Eleventh Avenue between Eighth and Ninth Streets, and began furnishing both gas and water on December 15, 1859. In 1871 the reservoir and main pipe from Pottsgrove were disposed of to the Pennsylvania Railroad Company and the name of the company was changed to the Altoona Gas Company as at present. The service pipes in the streets were sold to the city in June, 1872.

The first gas works, on Eleventh Avenue below Ninth Street, were considered very good in their time, and naturally looked upon as a permanent improvement; Their capacity was 30,000 cubic feet of gas per day. the price of gas to consumers was fixed at \$3.00 per thousand, which price continued for several years. In 1864, during the reign of high prices, it was advanced to \$3.50, but shortly afterward was reduced and now is but \$1.20, which has been the rate for several years past. The capacity of the works was increased from time to time to keep up with the increasing demands of the growing city, and in 1891 a plot of 41/2 acres was purchased and an extensive new plant erected with all the modern improvements and facilities for the manufacture of the best quality of illuminating gas. The new works are located at the eastern end of Seventh Avenue, near the corner of First Street, and consist of a main building of brick 68x175 feet and two stories in height; another building 68x100 feet and two stories in height for purifying; a coal storage building 37x165 feet, stable and wagon shed 30x40 feet and a two story brick office building 33 feet square, in which are the large meters on first floor and chemical laboratory on second floor; also an immense telescope gas holder 125 feet 6 inches in diameter and 123 feet 9 inches high, made of steel and capable of containing 1,000,000 cubic feet of gas. The plant is also supplied with a complete aparatus for the manufacture of water gas should there ever be a scarcity of coal from strikes or other causes, or should it be required to increase the supply.

These works are large enough to supply a city double the present population of Altoona, but it is likely to be only a short time until they will be taxed to their ful! capacity. The could produce over 1,000,000 cubic feet of gas per day by running both the coal and water gas departments.

The new plant was put in operation February 8th, 1892, and soon afterward the old works on Eleventh Avenue were torn down and the ground is now occupied by a freight shed and side tracks of the Pennsylvania Railroad.

The capital stock of the Company is now \$300,000. The force of employes numbers over forty persons, including office help.

The officers are: John Lloyd, President; W. C. Gerst, Secretary; W. D. Couch, Treasurer, and George H. Harper, Superintendent. Directors: John Lloyd, J. R. Bingaman, H. C. Dern, T. B. Patton, A. C. Shand and W. C. Leet.



Electric Light Plants.



LECTRICITY for city lighting was first introduced in Altoona by the Edison Electric Illuminating Co. They began operations, March 6,

1887, on Tenth Avenue between Eleventh and Twelfth Streets, the buildings having been erected during the fall and winter immediately preceeding.

Mr. John Loudon and Mr. A. J. Anderson were the prime movers in the enterprise and original heavy stockholders. The business was eminently successful from the first; so much so that a rival company, the Mountain City Light, Heat and Power Company, was organized in 1887 and a plant erected by them on Ninth Avenue between Ninth and Tenth Streets. During that year the "Mountain City" did not succeed as well as they had anticipated and after an existence of about three years disposed of their plant and franchises to the Edison Company for about one-half its original cost, since which time both plants have been run by the latter. The project of erecting a plant by the city to light the streets, city buildings and offices was agitated in 1894, but at a special election held in the spring of 1895 a majority of the people voted against a loan of \$70,000 for the purpose, and as the Edison Company is furnishing lights of 2,000 candle power, all night, for \$84 each, which is probably a fair price, the question of city ownership may be considered settled for the present.

The Edison Company are now completing a new plant on Union Avenue between Eighteenth and Nineteenth Streets, which is expected to be ready for operation in February, 1896. This plant will take the place of the other two, and they will be dismantled and disposed of for other uses.

The new plantoccupies two acres of ground, on which is erected a brick building 80x110 feet in dimensions, the frame work of which is steel, built in with brick walls thirteen inches thick. The roof is slate on steel rafters and supporters, so that the structure is practically fire proof, no part of it being constructed of inflamable material.

The building is divided into three compartments by solid brick walls. The divisions are: boiler room, engine room and dynamo room and wire tower. The boiler room is 34x106 feet, floor dimension, and contains four 250-horse power boilers of latest designs and best make.

the building. The wire tower has been carefully constructed and has the most approved devices to protect the building from the entrance of lighting where the wires leave it.

The capital stock of the company is \$300,000 authorized, \$250,000 issued, and pays 8 per cent. dividends annually. The number of employes is thirty-five.

The present officers of the company are: A. J. Anderson, Secretary; Henry Cryder, Treasurer; E. B. Greene, Superintendent, all of whom have been connected with the company since its organization, Mr. Greene is a thorough electrician.



Paint Shop at Car Shops

The smoke stack of the furnace is sheet iron, seven feet in diameter and one hundred and fifty feet high—the largest in the city. Under the floor of the boiler room is a rectangular cistern 110 feet long, capable of storing 112,000 gallons of water. This is supplied by two artesian wells 450 feet in depth. There is a coal trestle on the south side of the building 150 feet in length. The engine room is 45 feet wide, 106 feet long and contains five high pressure compound engines, with a combined capacity of 1,500 horse power. The dynamo room contains twelve dynamos, four with direct connection and eight belted. The offices, storeroom and repair shop of the plant will occupy part of this department of

The City Water System.



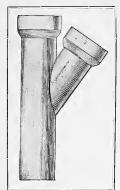
L/TOONA, as a small town and borough, for the first few years of her existence, procured her supply of water from wells

and cisterns which each resident had to provide for himself, but in 1859 a water company was formed, by private enterprise, and a system of water works established—the gathering reservoir being at Pottsgrove's Mills, about two miles east of the city, and the storage and distributing reservoir on Fifteenth Avenue at the corner of Twelfth Street where it still remains, now owned by the Pennsylva-The water was brought here by nia Railroad. gravity. - The Pennsylvania Railroad Company had a controlling interest in this reservoir, and the pipes leading from it to the street lines were six feet from the bottom, this six foot reserve being for the company, so they would always have enough; their pipes leading to the shops opening from the bottom.

So little did the projectors of this enterprise conceive of the furture growth of Altoona that they made the largest street mains only four inch pipe. This arrangement continued for a little more than ten years, when the city had so completely outgrown it that a new and increased supply was urgently needed, and municipality purchased the pipes and franchises from the old company in 1872, and soon after proceeded to construct a reservoir at Kittanning Point—Burgoon's Run—where it now

is, and laid pipes to the city. A new storage reservoir of 3,000,000 gallons capacity was also constructed on the hill at Second Avenue between Twelfth and Thirteenth Streets. The first dam built at Kittanning Point was a small affair in comparison with those now there and the first pipe to Altoona was but twelve inches in diameter. This work was completed in 1872–3, at a cost of about \$200,000; bonds being issued to meet the expense. The city grew so rapidly that in less than ten years this supply was inadequate and in 1882 the dam was greatly enlarged at an expense of nearly \$200,000 more, and another pipe of 16-inches diameter laid to the city.

Before another decade had passed, the added popula-

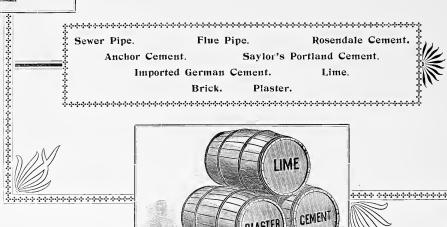


W. L. SHELLENBERGER,

DEALER IN

Bailders' Sapplies, Cement, * * * * *

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Plastering Hair.

Building Sand.

White Sand.

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Fire Brick. Ground Fire Clay.

Metalic + Cement + Paving.

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Contractor for Laying and Building in Concrete.



ALTOONA PA.



1710 NINTH AVENUE,

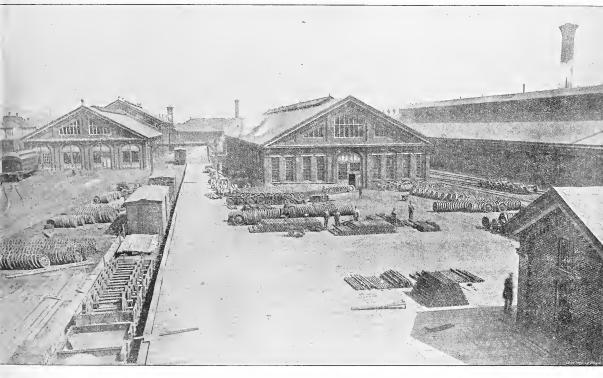
tion of the city called loudly for more water and a loan of \$220,000 to procure an additional supply was voted by the people at a special election held in the autum of 1892, but some defect in the ordinance authorizing the bonds rendered their validity questionable, and, as it was feared they could not be negotiated, none were issued and the matter went over until February, 1895, when, the question being submitted to a popular vote, the loan was again approved and the bonds issued and sold. The work of constructing a larger impounding reservoir below the first one at Kittanning Point was, begun in 1894 and is nearly completed now, January, 1896.

Public opinion was considerably divided as to the advisability of this last mentioned reservoir, many thinking the money should have been expended in procuring

by these reservoirs, and the entire system of water works, including the pipes to and in the city and the reservoirs at the Point cost upward of a million dollars. The rates charged consumers is very low, and Altoona has every reason to be proud of this part of her possessions.

The works are controlled by a Board of Water Commissioners; the present members of which are: W. J. Heinsling, Thomas H. Wiggins and D. K. Ramey. The Water Superintendent is Samuel A. Gailey, and his assistant and clerk is C. A. Martin.

The latest report of the Water Commissioners, March 31, 1895, shows the length of cast-iron main pipes now laid in the city and between here and the reservoir at Kittanning Point, viz:



Car Shop Yard-Wheel Platform.

other streams instead of storing so much from this one. The utility of this impounding reservoir, however, will be plainly apparent in the near furture, and, while new sources of supply are advisable it is wise to take proper care of this one. The two reservoirs at Kittanning Point are within the curve of the famous Horseshoe Bend of the Pennsylvania Railroad, about six miles by rail west of the city, but only four in a direct line. They are most substantially built and have a capacity for 430,000,000 gallons. They are in some respects a work of art and attract the attention of all daylight travelers over the Pennsylvania Railroad.

They are fed by two clear mountain streams that come down separate gorges and unite here. As the drainage area is wooded mountain side it is very pure and sweet. The city paid \$13,874.22 for the ground occupied

27,888 feet of 16-inch pipe.
63,643 feet of 12-inch pipe.
16,170 feet of 8-inch pipe.
52,515 feet of 6-inch pipe.
62,543 feet of 4-inch pipe.
6,576 feet of 3-inch pipe.
7,758 feet of 2-inch pipe.

Total, 237,093 feet, equal to 44.9 miles.

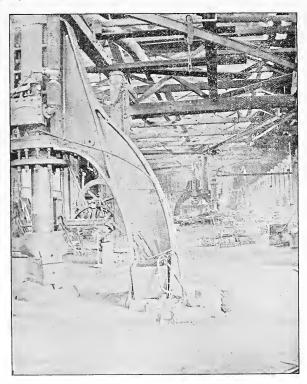
The Kittanning Point reservoirs are 1,496 feet above the level of the sea, being 315 feet higher than the passenger station at Altoona. The old one has a capacity of 65,000,000 gallons and the new one, when completed, will hold 365,000,000 gallons, making a total of 430,000,000. The distributing reservoir on Prospect Hill, Twelfth Street and First Avenue, has a capacity of 3,000,000 gals.

Business Houses and Large Buildings.

re be be

The Logan House-Hotel

Is the largest building in Altoona, fronting about 250 feet on Tenth Avenue between Twelfth and Thirteenth Streets and extending back to Eleventh Avenue 255 feet, although it is not of the same width more than one-third of the distance. It is a brick building, four stories in height and contains one hundred and fifty rooms. It was built in 1854 and is owned by the Pennsylvania Railroad Company. Value of buildings and ground \$450,000.



Scene in Machine Shops-Blacksmith Shop.

The Eleventh Avenue Opera House Building

On the west corner of Eleventh Street and Eleventh Avenue, is 100x120 feet and four stories in height, built of brick, owned by W. W. Rouss of New York City, and occupied by Cook, Salmond & Cowden's Department Store and George Kalish's Clothing Store on the first floors and the Opera House on the upper floors. This

building was first erected in 1868 by a Market House Company, which sold it a few years later when it was remodeled for an Opera House and stores. In 1888-9 it was remodeled, rebuilt and added too to its present shape and size, an extra story being added to it and a building at the west side, fifteen feet wide, took the place of an alleyway which had been left when the Market House was erected. Value of building and ground \$150,000.

The Masonic Temple

On the south corner of Twelfth Avenue and Eleventh Street is a four story brick building, 50x120 feet in size, erected in 1889, owned by the Masonic Lodges of the city. The first floor is devoted to stores, which face Eleventh Street; the second floor is used as offices and the third and fourth floors by the Masonic Lodges. Value of building and ground \$100,000.

The Odd Fellows' Building

Is a three story brick, about 50x60 feet, situated on Twelfth Street between Tenth and Eleventh Avenues; owned by Odd Fellows Association, First floor is occupied by the postoffice and the second and third by lodge rooms. Value of building and ground \$25,000.

Woodcock's Arcade

Is a three story brick building, 86x110 feet, situated on Eleventh Avenue between Fourteenth and Fifteenth Streets, erected in 1887; occupied by stores on the first floor and offices and halls on the second and third. William L. Woodcock, owner. Value of building and ground \$80,000.

The Nicholson Building

Is a three story brick, with stone and glass front, size 47x110 feet, situated on Eleventh Avenue between Fourteenth and Fifteenth Streets, creeted in 1893. First floor occupied by stores, the second by offices and the entire third floor by the Elks for their club rooms. H. L. Nicholson owner. Value \$50,000.

The Phoenix Building

Is a four story brick building, 80x120 feet, situated on Eleventh Street at the foot of Twelfth Avenue. It was erected in 1887 for a play house and called the Mountain City Theater, but a fire destroyed the interior before the end of the second season, and it was then remodeled for a business house. The first floor has stores and the second and third offices, the fourth storage rooms. Part of

the rear is occupied by Harry Davis Eden Musee and Family Theater. Lewis Plack owns the Phoenix Building. Value of building and ground \$80,000.

Gable & Co.'s Great Daylight Store

Is a three story brick, with glass and copper front, size 50x120 feet, built 1890, on Eleventh Avenue between Thirteenth and Fourteenth Streets. The three floors and the basement are all occupied by the immense Department Stores of William F. Gable & Co. Value \$70,000.

The Schenk Building

On the west corner of Eleventh Avenue and Fourteenth Street is a three story brick, 50x120 feet in size; owned by Charles Grieson and occupied by stores, offices and lodge rooms. Value \$60,000.

Mateer's Building

On Eleventh Avenue between Fourteenth and Fifteenth Streets, a four story brick; 50x120 feet in size, used for stores and offices, erected in 1894, J. Ross Mateer owner. Value \$65,000.

The Murray and Goodfellow-Melvin Co.'s Buildings,

These buildings are built together so as to appear as one; Murray's 50 feet front and Goodfellow-Melvin Co.'s 25 feet, both extend back 120 feet to the alley, thus making a business block 75x120 feet, three stories in height, built of brick and occupied as stores, offices, etc. Value \$100,000.

Quandt and Cherry Building

On the west corner of Green Avenue and Ninth Street, a four story brick 60x100 feet, occupied by Harry Wayne & Co.'s furniture and house furnishing store.

Fay, Hutchinson and Co.'s Building,

This is a three story brick building 50x100 feet, just being completed on Green Avenue between Seventh and Eighth Streets. It will be occupied by the wholesale grocery firm of Fay, Hutchinson & Co.

Government Building,

Altoona has been making strong efforts for several years to obtain a government Building for Postoffice and

United States Court rooms, but without success so far. Several bills have been introduced in Congress to appropriate \$150,000 for the purpose but failed to pass; but it is believed now that our present Congressman, Hon. J. D. Hicks, will be able to secure the passage of the bill this session, and that a fine bullding will be erected at an early date.

Other Buildings,

Other large business buildings are:

The CALVERT BUILDING on the east corner of Eleventh Street and Chestnut Avenue.

CASANAVE BUILDING, Eleventh Street at the head of Chestnut Avenue.

Wolf's Building, Couch Building and McClain's Building, all on Eleventh Avenue between Thirtcenth and Fourteenth Streets.

D. FERGUSON & SON'S BUILDING on the corner Ninth Street and Green Avenue; three story brick 50x50 feet.

RAMEY'S BUILDING AND LEE'S BUILDING on Twelfth Street between Eighth and Ninth Avenues.

The PENNSYLVANIA RAILROAD COMPANY'S BUILDINGS on Twelfth Street between Eleventh and Twelfth Avenues.

The Brant House, north corner of Tenth Avenue and Twelfth Street.

The Central Hotel on the south corner of Eleventh Street and Eleventh Avenue.

The ENGLE HOTEL on the west corner of Fourteenth Street and Tenth Avenue, five stories high.

The GLOBE HOTEL, west corner of Thirteenth Street and Tenth Avenue.

The Hotel Franklin on corner Seventeenth Street and Ninth Avenue; three story brick 50x100 feet. F. P. Mollov owner.

The Fifth Ward School Building on Margaret and Union Avenues, and each of the other Eleven School Buildings in the city.

The JUNIATA CLUB HOUSE, built for a residence by L. Plack, but now remodeled and used by the Juniata Club.

St. John's Roman Catholic Church on Thirteenth Avenue between Thirteenth and Fourteenth Streets; the Convent adjoining and Boys' School across the avenue.

The SECOND PRESBYTERIAN CHURCH on Eighth Avenue between Thirteenth and Fourteenth Streets.

The Second Lutheran Church on Seventh Avenue between Eleventh and Twelfth Streets.



CHAS. H. YON.

17 WASHINGTON AVENUE.

F. HESSER,

DEALER IN

Dry Goods, Carpets, Notions,

OIL CLOTHS, ETC.

1 1424 ELEVENTH AVE., ARCADE BLOCK,

ALTOONA, PA.

D. E. SPRANKLE,

Cor. Eleventh Ave. and Sixteenth St.,

SHOES for the Workmen. SHOES for the Country, SHOES for the City,

SHOES for the Minister.

SHOES for the Doctor.



ALTOONA, PA.



SHOES for the Lawyer, SHOES for the Merchant, SHOES for Men, Women, Misses, Boys and Infants. Boots, Shoes and Slippers

And Always and Forever Lower Than Any Store in the City.

☆ ☆ GOOD CLOTHES. ☆ ☆

We have built up our reputation by combining all the highest points of excellence in the garments which we turn out. We stand today in the vanguard of advancement of fine tailoring, and handle only such fabrics as tasty and fastidious dressers can wear with pride and satisfaction.

M. M. DIEFFENBACHER,

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- - -ALTOONA, PA.

Representing Jacobs Bros., Wanamaker & Brown,

SAMUEL SHUFF. The + Bargain + Grocer,

1517 FOURTH AVENUE.

ALTOONA, PA.

The finest line of Fancy Groceries and General Merchandise in the city. When you want bargains, come to the Bargain House. If you have anything to sell, send us your prices. We buy and sell everything. The celebrated Gilt Edge Creamery Butter in one pound prints, the finest in the world. Come to see us and we will do you good. Remember ours is the Bargain House.

CUT PRICES IN MEDICINES+

Have Come to Stay At

X IRWIN'S DRUG STORE. X

For the past year we have been solving the problem How to Sell Medicines at Cut Rates and Make Money. We have solved the problem and CUT RATES have come to stay at Irwin's Brug Store. The growing number of our customers are all well pleased at our prices and pure fresh goods. Are you one of them? I floot, better get in the procession and enjoy the benefit of the LOW-EST PRICES. Come and get our price list. We have only space here for a few pointers:

We wish everybody to come to our store and get the benefit of the LOWEST PRICES. Soda Water every day in the year except Suuday.

W. H. IRWIN. Druggist.

Eleventh Avenue and Sixteenth Street. Telephone 623.

W. E. MULHOLLEN & CO.

Fine Groceries, Provisions,

GENERAL MERCHANDISE, WOOD AND WILLOW WARE.

Building and Loan Expert.

OF YOU have a loan in any Association and want to know how you stand or want to repay it, or if you contemplate borrowing money from a Building and Loan Association, it will pay you to consult an EXPERT. \$3 to \$5 thus expended may, perhaps, save you \$100. 🔏



C. B. CLARK,

Attorney - at - Law and Building and Loan Expert.

ARCADE BUILDING, ALTOONA, PA.

Commercial and Mercantile.

LTOONA is the largest city between Pittsburg and Harrisburg and is metropolis of a district of more than 100 miles radius, she is therefore

in a position, and destined at an early day to be an important trade center, the distributing point for a large territory; great wholesale establishments will be located here in the early furture and the retail trade of the city will be immense when the merchants shall have fully comprehended the situation and made correspondingly large provisions to meet it. While there are some wholesale houses here in the grocery and provision line and notions, and a large number of retail stores, there are none of the former and very few of the latter that fill the conditions required, or that have prepared themselves to meet the demands of the purchasing public and supply the trade that might be brought here by judicious advertising and by having in stock everything that could be called for. When it becomes known throughout Central Pennsylvania that everything, whether useful or ornamental, can be had in Altoona as well as in Pittsburg or Philadelphia, and at as favorable prices, Altoona merchants will supply the wants of 300,000 people, and millions of dollars that now go elsewhere will come here. This is a rich field for great mercantile undertakings, and it only awaits enterprising merchants with capital to develop and enlarge it.

These observations are not made for the purpose of detracting from the city or its business men, but to exhibit to strangers how wide a field is here for investment, and to show the citizens what a mine of wealth lies undeveloped in their midst, in the hope that capital will be induced to come here and that our own people may reach out after the golden fruit within their grasp.

Leaving the consideration of what might be for that which is, the amount of money that comes to Altoona monthly and is distributed through the various trade chanels is estimated at over \$500,000, principally from the following sources.

		G			
I	Ionthly	pay roll	of the	Pennsylvania Railroad Co	\$375,000
	4.4	"		Electric Railway Companies	7,500
	6.6	+4	4.	Altoona Foundry & Machine Co.	6,000
	+ 4	**	4.4	Altoona Irou Company	7,000
	6.	+4	6.6	Silk Mill	2,500
	4+			Gas Co. and Electric Light Co	4,000
(ther in	dustries	whose	products are sold outside of A1-	
	toon	a			10,000
4	lmount	of mone	y comin	ng to Altoona from outside towns	
	and a	adjoinin	g count	ies, and other sources	100,000
			753 - 4 - 1		2550 000

Of this sum \$100,000 is paid in interest on borrowed money and for buildings and betterments, leaving \$400,-000 to be distributed among the merchantile houses of the city. The \$50,000 that is paid out in wages by the planing mills, contractors, builders, street railway and

private employers is not included in the above, because not drawn from without, but it goes along with the \$400,000 above mentioned, swelling the aggregate to \$450,000, to buy merchandise; and thus passes through the hands of the retail merchants, and from them to the wholesalers and manufacturers away from Altoona. This process is repeated monthly. The time from the 10th to the 20th of each month is the period when money is plenty in Altoona, because during that time occurs the pay days of most employers, and has come to be the time when all balances are extinguished or reduced. From the 20th of any month to the 10th of the following month, money is constantly going away from the city and becomes less and less in volume, until the lowest ebb is reached, just prior to another pay day season.

Principal among the business houses of the city who receive this money from the wage earners in exchange for the necessaries of life are:

A	ggregate Stock	Monthly Sales
Two extensive Department Stores\$	\$300,000	\$100,000
Seven Dry Goods Stores	200,000	60,000
Ten Wholesale Houses	120,000	110,000
Twelve Shoe Stores	135,000	22,000
Eight Millinery Stores	30,000	8,000
Thirteen Clothing Stores	125,000	250,000
Three Gentlemen's Furnishing Stores	12,000	4,000
Twelve Merchant Tailors	30,000	14,000
Forty-five General Stores	190,000	80,000
Twelve Furniture Stores	70,000	20,000
Nine Hardware Stores	65,000	18,000
Twenty-two Drug Stores	70,000	22,000
One Hundred and Thirty Grocery Stores	140,000	90,000
Fifty-two Meat Markets		100,000
Twenty Coal Dealers (retail)		15,000
Eight Jewelers	40,000	6,000
Three Hundred other Stores and small		
business places	150,000	125,000

The foregoing figures are of necessity only approximately correct, but they are adopted after considerable inquiry and consultation with those best informed and are believed to be reasonable accurate.

In addition to the foregoing are the professional men and women who get a share of this money only to pay it out again: The doctor, the dentist, the lawyer, preacher, teacher, who must all live and earn and spend money. The same dollar will often buy ten dollars worth of goods in a single day, being passed from one hand to another for value; and this explains why the aggregate sales of merchandise so largely exceed the estimated amount of money coming into the city from all sources.

X X BANKS. X X

NE OF THE most essential adjuncts to commerce is capital and this it is the province of banks to furnish. Altoona has but four of these

and their combined capital is less than half a million dollars. No comment is necessary on this state of facts. Altoona needs more banking capital and offers a premium for it. It may be added, however, that the thirty-two Building and Loan Associations of the city supply to some extent the lack of banks, their monthly loans amounting to over \$100,000.



The Fidelity Bank, Corner Twelfth Street and Eighth Avenue

The banks now established in Altoona are:

THE FIRST NATIONAL BANK on the corner of Eleventh Avenue and Twelfth Street. Capital \$150,000. Surplus \$68,000. John Lloyd, President; Henry Cryder, Cashier. This bank was established in 1864.

THE SECOND NATIONAL BANK On Thirteenth Street between Tenth and Eleventh Avenues. Capital \$100,000.

Established in 1882. John Levan, President; Frank Hastings, Cashier.

THE ALTOONA BANK, unincorporated. Established 1872. Capital \$50,000. Location on Eleventh Avenue between Twelfth and Thirteenth Streets. E. B. Isett, President; J. G. Davis, Cashier.

THE FIDELITY BANK, (not a National). Established December 13, 1886. Capital \$50,000. W. J. Heinsling, President; J. W. Findley, Cashier; A. P. Rupert, Assistant Cashier. Located on the corner Eighth Avenue and Twelfth Street.

Three other banks have had an existence in Altoona in the past and their rise and fall are now a part of her history.

The first of these was Bell, Johnston, Jack & Co., later Wm. M. Lloyd & Co. This bank did business for a mumber of years in a small building on Thirteenth Street between Tenth and Eleventh Avenues, and later erected a neat bank building there, which is now owned and occupied by Second National. It did a very extensive business and its failure in 1873 was a hard blow for Altoona.

The Mechanics Savings Bank was established in 1870 in its own building on the corner of Eighth Avenuue and Twelfth Street, Wm. M. Lloyd being its President and Maxwell Kinkead, Cashier. Later Mr. Kinkead became its President, and in 1884 it suspended and its affairs were closed up.

The Citizens Bank was established in Spring of 1886 and occupied rooms in the then new Ramey building on Twelfth Street between Eighth and Ninth Avenues. S. I. Fries was President and J. D. Fries, Cashier. It did a good business, being for a time the only bank on the East side of town, but a trusted employe absorbed to much of the funds, and in the Fall of 1889 it quit business, settling up honorably however and paying all obligations in full.



Building and Loan Associations,



LTOONA probably has more Building and Loan Associations than any other city of its population in the country. The number now running is thirty-two locals and two others with similar charters but operated as Nationals.

The first Associations organized here were terminals, and have all matured their stock and closed up their affairs, but the later ones are serials, issuing a new series of stock each year and thus perpetuating their existence.

The terminals matured in eight to nine years and were extremely profitable to the stockholders. The serials have, so far, been maturing their stock in ten years, which gives a high rate of interest to non-borrowing stockholders and makes the interest paid by borrowers reasonable where they have not paid too great a premium for the loan. The monthly payments in nearly all are one dollar on each share, and the par or matured value of a share, \$200.00; borrowers paying one dollar per share as interest in addition to the dues of one dollar or a total of two dollars on each share borrowed on. In a few Associations the premium is not deducted in advance from the loan but is paid in monthly install ments, additional to the two dollars per share. Premiums have ranged from ten to forty per cent. with occasional loans above or below this rate, while twenty-five per cent. has been the probable average for the ten year period just passed. On this basis, non-borrowers in ten years, having paid in \$120, received \$200 on each matured share, and borrowers, at a twenty-five per cent. premium deducted in advance, have received \$150 on each share at the start and paying at the rate of two dollars per month, have paid in \$240 on each share, which repaid the loan debt and interest and canceled their obligations, they receiving nothing at the end of the term except release from further payment. This makes the rate of interest paid nearly ten per cent., but many persons have secured and paid for a home in this way, who could have done so in no other way, and who would have paid out nearly as much for rent in the time.

The Building and Loan Associations of Altoona have filled the places of a bank in numberless cases. Business men often resort to them for loans which they repay soon after, and in periods of financial stringency, money could be obtained from them on good real estate security when the banks would not discount the best commercial paper.

Merchants have frequently complained that Building and Loan Associations took all the money the wage earners received while their bills remain unpaid, but this complaint was not well founded because the money did not go out of the city, but went to contractors and mechanics, and eventually came to the merchants.

The first Association organized in Altoona was the Germania, chartered October 25, 1869. Only 1,000 shares were issued, and they matured in eight and onehalf years. Premiums ran very high; one borrower paying sixty-three per cent. and as a consequence, receiving but seventy-four dollars on a share. There was a fixed premium of six per cent., and non borrowers only received \$188 on a share. Not a single borrower was sold out by the Sheriff. This is a record not often achieved. The officers of the Association were: Louis Keifer, President; Frederick Falkensten, Secretary for the first few months, after which David Koch was Secretary; Samuel M. Woodcock, Esq. was Solicitor for the first year or two, after which A. V. Dively held the office till its final winding up.

The later Associations have had more work for the Sheriff and have frequently been compelled to proceed on borrowers securities to collect the money due them, and in order to save themselves, have bid off the property at Sheriff sales.

The present Associations, with their time and place of meeting, date of charter and names of officers and directors are as follows:

ALLEGHENY LOAN AND BUILDING ASSOCIATION No. 3. Chartered January, 1890; serial; meets fourth Saturday of each month in Alexander's Association Room, 1126 Eleventh Avenue. S. M. Hoyer, President; Elixis Elder, Secretary; J. G. Davis, Treasurer; A. V. Dively, Solicitor. Directors: A. H. Barwis, J. M. White, W. B. Bancroft, Jacob Oswald, Fred. Herr, G. M. Ott. Wm. Stoke, W. C. Reem, J. C. Hughes.

Altoona Building and Loan Association. Chartered February, 1889; serial; meets third Tuesday of each month in Woodcock's Building, 1426 Eleventh Avenue. at 7 p. m. George H. Olewine, President; H. L. Nicholson, Secretary; J. G. Davis, Treasurer; William L. Woodcock, Solicitor. Directors: Joseph Davis, C. W. Moore, A. M. Stewart, E. R. Haines, Thos. Bushman, S. E. Hedding, William Calvert, J. H. White, James Hutchison.

ALTOONA MODEL BUILDING AND LOAN ASSOCIATION. Chartered June, 1895; serial; shares, \$150; monthly dues, fifty cents on unborrowed stock and one dollar per share per month when borrowed on. Meets in Woodcock Building the third Friday evening of each month. W. B. Bancroft, President; C. M. Piper, Secretary; J. W. Findley, Treasurer; C. B. Clark, Solicitor. Directors: S. B. Council, James Foust, G. M. Gesser, H. R. Earlenbaugh, Thomas Bushman, S. J. Breth, P. G. Bell, E. A. Zeek, J. L. Exline.

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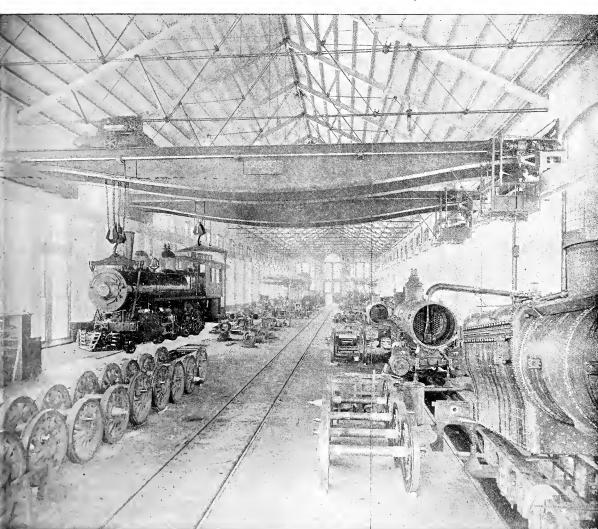
BLAIR COUNTY LOAN AND BUILDING ASSOCIATION. Chartered August, 1890, serial, meets fourth Monday of each month in Wolf's Building, 1313 Eleventh Avenue. H. E. Ferguson, President; C. T. Witherow, Secretary; George D. Bechtel, Treasurer; Craig & Bowers, Solicitors. Directors: George Harpham, H. A. Hoffman, Jas. Foust, E. S. Forney, J. M. Johnson, W. B. Bancroft, S. H. Tuck.

CITIZENS LOAN AND BUILDING ASSOCIATION. Chartered March, 1887, serial, meets fourth Friday of each month at 1226 Eleventh Avenue. N. C. Barclay, President; H. L. Nicholson, Secretary; J. G. Davis, Treasurer; E. H. Flick, Solicitor. Directors: Paul Sharp,

John Gavin, Joseph Davis, John Flanigan, Joseph Hoofnagle, Joseph Sanders, George W. Kuebler, Frederick Scheffield, Thomas M. Lynam.

Economy Building and Loan Association. Chartered September. 1895, serial, meets the third Monday of each month in Emerald Hall, corner Eighth Avenue and Fifteenth Street. I. B. Hughes, President; R. M. Lewis, Secretary; A. P. Rupert, Treasurer; Greevy & Walters, Solicitors. Directors: Dr. J. H. Hogue, J. B. McDonough, T. B. Werhle, Jos. T. Brown, B. M. Mitchel, Michael Manley, Frank Brandt, J. M. Hughes, Joseph Stevens.

EIGHTH WARD LOAN AND BUILDING ASSOCIATION. Chartered November, 1889, serial, meets third Tuesday of each mouth at Hope Fire Co.'s Hall, Sixth Avenue



Pennsylvania Railroad Company-Machine Shops-Interior View of Erecting Shop.

and Fourth Street. John G. Kline, President; James B. Bowles, Secretary; A. P. Rupert, Treasurer; John K. Patterson, Solicitor. Directors: Robert Stout, J. C. Orr, E. M. Clabaugh, J. A. Walters, W. H. Wolff, Adam Bucher, J. W. Bitner, William Orr.

Enterphise Loan and Building Association, No. 2. Chartered June, 1887, serial, meets third Wednesday of each month at Alexauder's Building and Loan Association room. John C. Henry, President; John Ermine, Secretary; J. G. Davis, Treasurer; J. Banks Kurtz, Solicitor. Directors: C. A. Wood, John O'Neil, Jos. Betzendorfer, G. Casanave, J. S. Leisenring, John Ermine, George Fox, Jas. R. Flanigan, M. C. Kelly.

EQUITABLE LOAN AND BUILDING ASSOCIATION. Chartered June, 1881, serial, meets third Monday of each month in Woodcock's Building. S. I. Fries, President; H. L. Nicholson, Secretary; S. J. Westley, Treasurer; A. V. Dively, Solicitor. Directors: W. C. Stearns, Jackson Simonton, Jacob O. Freet, George Hauser, Jacob Oswald, D. A. Gilland, Frederick Effinger, Louis J. Hoover.

EXCELSION BUILDING AND LOAN ASSOCIATION. Chartered April, 1886, serial: meets third Tuesday of each month in Woodcock's Building. Joseph B. Hileman, President; George H. Delo, Secretary; W. Lloyd Bowman, Treasurer; William L. Woodcock, Solicitor. Directors: S. M. Griffith, Joseph Davis, Michael Poet, D. K. Howe, C. W. Moore, George H. Olewine, W. F. Taylor, Edward Fennell.

Fame Loan and Building Association. Chartered June, 1887, serial, meets third Thursday of each month in Alexander's Building and Loan Association Hall. Samuel Lloyd, President; Henry Hawk, Secretary; Geo. Bechtel, Treasurer; Edwin M. Amies, Solicitor. Directors: H. C. Dern, H. H. Pensyl, L. L. Fair, W. H. Herr, E. H. Numer, H. F. Bucher, Harry Geesey, D. W. Osbaugh, John Phander.

FIDELITY BUILDING AND LOAN ASSOCIATION. Chartered July 1884, serial, meets third Saturday of each month in Logan Hall, Ninth Avenue and Twelfth Street. Joseph Davis, President; David Koch, Secretary; Frank Hastings, Treasurer; Neff and Hicks, Solicitors. Directors: E. G. Ducher, J. G. Kline, Charles Farren, Dr. C. B. Dudley, H. H. Stone, M. H. Mackey, Ludwig Kieffer, Fred Scheffield, D. F. Sunderland.

Franklin Loan and Building Association. Chartered April, 1882, serial, meets third Saturday of each month in Alexander's Building and Loan Association Hall. H. C. Deru, President; Henry Hawk, Secretary; George D. Bechtel, Treasurer. M. Alexander, Solicitor. Directors: Samuel Lloyd, W. H. Herr, Thomas C. Kitchen, E. H. Numer, Joseph Davis. Daniel Condrin, Ludwig Kieffer, James White, Harry Geesey.

Germania Building and Loan Association, No. 3. Chartered July, 1893, serial, meets third Tuesday of each month in Froshinn Hall, Ninth Avenue and Twelfth Street. Anthony Bender, President; Vincent Zierer, Secretary; L. G. Lamade, Treasurer; H. T. Heinsling, Solicitor. Directors: George Kolle, Theo. Schraf, Peter Pielmeir, Fred Nichola, U. Schittlekoff, Sr., U. Stange, John Heinz, F. Unzenberger, Math. Stehle.

Home Building and Loan Association. Chartered July, 1895, serial, meets third Tuesday of each month in Logan Hall. T. W. Cole, President; H. L. Murray, Secretary; J. W. Findley, Treasurer; W. Frank Vaughn, Solicitor. Directors: S. M. Griffith, D. S. Keith, E. S. Forney, M. H. Mackey, M. R. Keesey, Geo. F. Jackson, W. H. Markley, John S. Elway, George Hauser.

HOPE BUILDING AND LOAN ASSOCIATION. Chartered August, 1884, serial, meets fourth Tuesday of each month in Alexander's Building and Loan Association Hall. Thomas McKiernan, President; P. W. Hudson, Secretary; Frank Hastings, Treasurer; William S. Hammond, Solicitor. Directors: R. F. Bankert, W. S. Douglass, M. S. O'Friel J. R. Bingaman, F. N. Pease, Fred Scheffield, David Swanger, Thomas Wiggins, J. F. Costelow,

INDEPENDENT BUILDING AND LOAN ASSOCIATION. Chartered December, 1889, serial, meets third Friday of each month in Logan Hall, Eighth Avenue and Twelfth Street. Lawrence Fagan, President; Dr. A. L. Feltwell, Secretary; James W. Findley, Treasurer; John K. Patterson, Solicitor. Directors: Balzer Koelle, George Lehle, R. J. Stinson, J. W. Shope, C. D. Beegle, James S. Fleck, J. H. Allen, Samuel Brumbaugh, W. W. Keagy.

Jefferson Building and Loan Association. Chartered April, 1886, serial, meets third Saturday of each month at 1313 Eleventh Avenue. W. S. Lingenfelter, President; T. J. Trout, Secretary; S. J Westley, Treasurer; J. A. Doyle, Solicitor. Directors: H. K. Filer, C. W. Emeigh, Frank Brandt, William Alloway, Jacob Bierbower, H. G. Buckley, John B. Tate, Theo. Burchfield, W. C. Burtnett.

Juniata Building and Loan Association. Chartered August, 1892, meets third Tuesday of each month in Wolf's Building, 1313 Eleventh Avenue. W. D. McKelvey President; S. H. Tuck, Secretary; H. L. Clabaugh, Treasurer; Craig & Bowers, Solicitors. Directors: M. W. Thomson, William Cook, Arthur Timm, W. T. McConnell, W. H. Housman, W. H. Slep, J. C. Allen.

KEYSTONE BUILDING AND LOAN ASSOCIATION. Chartered February, 1878, serial, meets third Tuesday of each month in Alexander's Building and Loan Association Hall. William T. Miller, President; D. Koch, Secretary; J. G. Davis, Treasurer; M. Alexander, Solicitor. Directors: H. C. Dern, Charles Gern, Thomas Rees, Henry Schum, James Morgan, W. H. Hardman, F. S. Ball, Peter Moore, William Stoke.

LOGAN LOAN AND BUILDING ASSOCIATION. Chartered April, 1877, serial, meets third Monday of each month in Alexander's Building and Loan Association Hall. Samuel Abrahims, President; David Koch, Secretary; J. G. Davis, Treasurer; Edwin M. Amies, Solicitor. Directors: John I. Spielman, M. Alexander, James Morgan, W. H. Herr, Allen Griest, D. F. Miller, Daniel Osbaugh, Simon Kiine, John Phanders.

Mutual Loan and Building Association. Chartered December, 1888, serial, meets third Monday of each month in Logan Hall. D. Laughman, President; G. W. Slayman, Secretary; S. J. Westley, Treasurer; Chas. Geesey, Solicitor. Directors: W. W. Murray, F. M. Greene, J. E. McDowell, D. H. Crawford, J. Foust,

William E. McKee, William Metzenbacher, Geo. W. Harpham, E. S. Forney.

Penn Building and Loan Association, No. 2. Chartered January, 1892, serial, meets the third Friday of each month in Alexander's Building and Loan Association Hall. E. G. Hoover, Secretary; H. L. Clabaugh, Treasurer; W. S. Hammond, Solicitor. Directors: Martin Zimmer, Harry Wood, David Swonger, P. G. Shelley, George W. Blair, J. D. Earhart, Fred Scheffield, John Costelow, William Shuff.

PEOPLES BUILDING AND LOAN ASSOCIATION. Chartered in March, 1885, serial, meets fourth Thursday of each mouth in Alexander's Building and Loan Association Hall, 1226 Eleventh Avenue. M. H. Mackey, Pres-

Security Building and Loan Association. Chartered January, 1886, serial, meets fourth Monday of each month in Woodcock's Building, 1426 Eleventh Avenue. John Carr, President; R. M. Lewis, Secretary; S. J. Westley, Treasurer; W. B. Manley, Solicitor. Directors: W. K. Beatty, C. W. Mason, William Alloway, Henry Bloomfield, J. C. Orr, Joseph Brown, Joseph Davis, I. B. Hughes, Samuel Felty.

STANDARD BUILDING AND LOAN ASSOCIATION. Chartered January, 1887, serial, meet fourth Monday of each month in Alexander's Building and Loan Association Hall. S. M. Griffith, President. George Harpman, Secretary; H. L. Clabaugh, Treasurer; Craig & Bowers, Solicitors. Directors: H. E. Ferguson, Joseph Davis,



Car Shop Yard-Freight Car Shops.

ident; D. S. Keith, Secretary; J. W. Findley, Treasurer; J. D. Hicks, Solicitor. Directors: J. S. Fleck, C. A. Wood, J. B. Flanigan, Thomas H. Wiggins, H. L. Murray, J. R. Bingaman, Dr. C. B. Dudley, W. W. Murray, James Hutchison.

Provident Building and Loan Association. Chartered August, 1887, serial, meets the third Friday of each month in Alexander's Building and Loan Association Hall. L. P. Work, President: C. T. Witherow, Secretary; W. H. Bridenbaugh, Solicitor. Directors: Thomas Bushman, James C. Barger, D. H. Crawford, Jno. Gailey, J. B. Bowles, Geo. P. McCollum, C. M. Piper, M. A. Green, J. W. Robeson.

W. H. Glenn, George F. Jackson, R. H. Griffin, A. J. Engle, E. S. Forney, James M. Baird, D. A. Little.

TEUTONIA LOAN AND BUILDING ASSOCIATION. Chartered September, 1886, serial, meets third Thursday of each month in East Side Theater. Henry Kunzig. President; William Scheffer, Secretary; Balzer Koelle, Treasurer; A. V. Dively, Solicitor. Directors: C. Klink, Jos. Neff, Fred Gleichert, Jacob Geib, Christ Fauth, Balzer Koelle, Fred Ehret, Jr., A. Hoffman.

UNION BUILDING AND LOAN ASSOCIATION. Chartered September, 1895, serial, meets the third Wednesday of each month in Woodcock's Building. Adam Bucher,

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VIGILANT BUILDING AND LOAN ASSOCIATION. Chartered January, 1889, serial, meets the third Monday of each month in Wolf's Building, 1313 Eleventh Avenue. Fred Scheffield, President; C. T. Witherow, Secretary; H. L. Clabaugh, Treasurer; Craig & Bowers, Solicitors. Directors: Joseph Davis, George Harpham, Samuel A. Gailey, J. S. Wilkinson. J. W. Slothower, Robt. Rogers, J. Max Ferrur, Stephen McDonald, John J. Dunn.

WASHINGTON LOAN AND BUILDING ASSOCIATION, No. 2. Chartered May, 1889, serial, meets the fourth Wednesday of each month in Logan Hall, corner Ninth Avenue and Twelfth Street. Dennis Sullivan, President; H. L. Nicholson, Secretary, J. G. Davis, Treasurer: John A. Doyle, Solicitor. Directors: W. H. Houseman, J. P. Housum, Joseph Davis, Jas. D. Brennan, William Kelly, James Fitzpatrick, Harvey Knauer, W. F. Clark.

WORKINGMEN'S BUILDING AND LOAN ASSOCIATION.

Chartered July, 1883, serial, meets the third Wednesday of each month in Logan Hall, corner Ninth Avenue and Twelfth Street. O. P. Bush, President; T. J. Trout, Secretary; H. L. Clabaugh, Treasurer; John A. Doyle, Solicitor. Directors: H. K. Filler, A. C. Hammaker, Miles Moran, Dennis Sullivan, Austin Shimer, Wesley Downs, W. S. Lingenfelter, P. F. Barkdoll, Anthony

THE PENNSYLVANIA BUILDING AND LOAN ASSOCIA-TION of Altoona, Pa., is operated as a National, although its charter does not differ materially fron the Local Associations. The office is at 1108 Twelfth Avenue. C. McMahon, Jr., President; J. D. Hicks, Secretary; D. J. Neff, Solicitor; T. J. Sefton, Business Manager.

THE KEYSTONE STATE SAVINGS AND LOAN ASSOCIA-TION of Altoona, Pa. is similar to the Pennsylvania, and its home office is in the Mateer Building. In their annual report for the second year ending July 31, 1895, they report total receipts \$56,598.31, and loans outstanding on real estate security \$38,500.00 and on stock security \$2,550.00. H. E. Ferguson, President; G. W. Harpham, Secretary and Manager; Craig & Bowers, Solicitors.

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Schedule of Building and Loan Association Meeting Nights and Places.



Third Monday of Each Month.

Economy Building and Loan Association in Emerald Hall, corner Eighth Avenue and Fifteenth Street.

Equitable Loan and Building Association in Logan Hall, corner Ninth Avenue and Twelfth Street.

Logan Loan and Building Association in Alexander's Building 1226 Eleventh Avenue.

Mutual Building and Loan Association in Logan Hall, corner Ninth Avenue and Twelfth Street.

Vigilant Building and Loan Association in Wolf's Building, 1312 Eleventh Avenue.

Third Tuesday of Each Month,

Eighth Ward Loan and Building Association in Hope Fire Co.

Hall, Sixth Avenue and Fourth Street. Excelsior Building and Loan Association in Woodcock's Building, 1426 Eleventh Avenue.

Germania Building and Loan Association in Froshinn Hall, Ninth Avenue between Eleventh and Twelfth Streets

Home Building and Loan Association in Logan Hall, corner Ninth Avenue and Twelfth Street.

Juniata Building and Loan Association in Wolf's Building, 1313 Eleventh Avenue.

Keystone Building and Loan Association in Alexander's Building, 1226 Eleventh Avenue.

Third Wednesday of Each Month.

Enterprise Loan and Building Association in Alexander's Building, 1226 Eleventh Avenue.

Union Building and Loan Association in Woodcock's Building, 1426 Eleventh Avenue.

Workingmen's Building and Loan Association in Logan Hall, corner Ninth Avenue and Twelfth Street.

Third Thursday of Each Month.

Altoona Building and Loan Association in Woodcock's Building, 1426 Eleventh Avenue.

Fame Loan and Building Association in Alexander's Building-1226 Eleventh Avenue.

Teutonia Loan and Building Association in Froshinn Hall, Ninth Avenue between Eleventh and Twelfth Streets.

Third Friday of Each Month.

Independent Building and Loan Association in Logan Hall, corner Ninth Avenue and Twelfth Street.

Model Building and Loan Association in Woodcock's Building, 1426 Eleventh Avenue.

Provident Loan and Building Association in Alexander's Building, 1226 Eleventh Avenue.

Third Saturday of Each Month.

Fidelity Building, Loan and Savings Association in Logan Hall, corner Ninth Avenue and Twelfth Street.

Franklin Loan and Building Association in Alexander's Building, 1226 Eleventh Avenue.

Jefferson Building and Loan Association in Wolf's Building, 1313 Eleventh Avenue.

Fourth Monday of Each Month.

Blair County Loan and Building Association in Wolf's Building, 1313 Eleventh Avenue.

Security Loan and Building Association in Woodcock's Building 1426 Eleventh Avenue.

Standard Building and Loan Association in Alexander's Building, 1226 Eleventh Avenue.

Fourth Tuesday of Each Month.

Hope Building and Loan Association in Alexander's Building, 1226 Eleventh Avenue.

Fourth Wednesday of Each Month,

Penn Building and Loan Association in Alexander's Building,

1226 Eleventh Avenue. Washington Loan and Building Association in Logan Hall, corner Ninth Avenue and Twelfth Street.

Fourth Thursday of Each Month.

People's Building and Loan Association in Alexander's Building, 1226 Eleventh Avenue.

Fourth Friday of Each Month.

Citizens' Building and Loan Association in Alexander's Building, 1226 Eleventh Avenue.

Fourth Saturday of Each Month.

Allegheny Loan and Building Association in Alexander's Building, 1226 Eleventh Avenue.



Table of Building Associations, Stock, Mortgages, Values, Etc.

ASSOCIATIONS.	Par or Maturi ng Value of a Share	Numb'rof Shares Running, Latest Report.	Receipts for Dues Interest & Fines the past Year.	Amount of Mortgages held at last Annual State- ment.	Value of Steek paid in ——— Years.	Number of Annual Report.	Date of latest Annual Report from which these facts are taken.
Allegheny, No. 3	\$200	1,297	\$ 20,273.60	\$ 84,900	Six years\$ 96.00	6	January 1, 1896.
Altoona, No. 3	200	2,349	35,409.23	151,800	Five years 77.08	6	January 31, 1895.
Altoona, Model	150						First year began May, 1895.
Blair County	200	1,6041/2	23,997.13		Five years 76.46		September 30, 1895.
Citizens	200	2,289	37,308.96	207,800	Five years 77.86	8	February 28, 1895.
Sconomy	200						First year began Aug., 1895.
Eighth Ward	200	2,21812	36,077.27		Five years 77.38		December 14, 1895.
Enterprise, No. 2	200	2,062	34,330.03		Five years 77.46		May 31, 1895.
Equitable	200	3,738	65,026.69		Five years 78.77		May 31, 1895.
Excelsior	200	2,59212	43,539.26		Five years 78.21		March 31, 1895.
Fame,	200	3,091	55,342.69	276,400	Five years 77.56		June 13, 1895.
Fidelity	200	4,653	81,866.73		Five years 80.01		July 13, 1895.
Franklin	200	3,730	68.568.99	374,300	Five years 81.01		April 13, 1895.
Germania, No. 3	200	898	12,500.00	24,500	Two years 26.40		August 31, 1895.
Hope	200	2,324	46,113.05	258,800	Five years 80.13	11	July 31, 1895.
Home	200				22.00.00.00.00.00.22.22	ر در د د	First year began July, 1895.
ndependent	200	1,391	21,638.18		Five years 78.55		January 9, 1896.
Jefferson	200	2,1773	48,977.46	210,700	Five years 78.35		March 31, 1995.
Juniata	200	7861/2	11,620.88	20,700	Three years . 40.37		July 31, 1895.
Xeystone	200	3,1941/2	62,905,76		Five years 79.42		March 12, 1895.
Logan	200	4,33712	80,604.31	429,000	Five years 77.82		April 8, 1895.
Mutual	200	3,0571/2	47,274.92	177,500			December 4, 1895.
Penn, No. 2	200	98612	15,217.18	36,400	Three years. 41.47		December 31, 1895.
People's	200	4,468	72,132.73	465,800	Nine years. 174.08		March 14, 1895.
Provident	200	2,908	45,689.86	228,200	Eight years, 141,15		July 31, 1895.
Security	200	3,4121/2	57,036.07	351,200	Ten years 197.28		January 16, 1896.
andard	200	3,486	54,833.13	205,600	Seven years. 120.75		December 31, 1895.
reutonia	200	2,787	49,327.00	239,700	Nine years 168.96		August 31, 1895.
Jnion	200	2.100	20 100 20	121 600	Ci		First year began August, 189.
Vigilant	200	2,109	30,466.86	121,600			January 31, 1895.
Washington, No. 2.	200	2,4221/2	34,162.64		Six years 96.3-		May 31, 1895. June 30, 1895.
	200	2.709	56,330.34	217.700	Nine years 180.33	5 12	June 30, 1895.

^{*}Borrowers receive full Value of Share and pay Premium in Monthly Installments.

From the foregoing it will be observed that the total number of shares running is 72,960½, on which there was paid during the year \$1,248,570.82, all of which being loaned again or paid to withdrawing stockholders or on matured stock was at once put into circulation again. The aggregate of Mortgages was, by same reports, \$6,147,900.



X X NEWSPAPERS, X X



HE PRESS of Altoona comprises four daily and five weekly newspapers, including weekly editions issued by two of the dailies; in addi-

tion to which are several monthly publications of minor importance and uncertain existence.

The Tribune.

The oldest paper in Altoona, occupies its own building, a fine three story brick, on Twelfth Street between Eleventh and Twelfth Avenues. It was established January 1, 1856, by E. B. McCrum & W. M. Allison. The interest of W. M. Allison was purchased May 1, 1858, by H. C. Dern and July 19, 1875, Dr. Hugh Pitcairn of Harrisburg came into possession of the other half interest, since which time the firm has been as it is now, Dern & Pitcairn. Mr. Dern, the senior member and manager of the business, residing here and giving it his entire time and personal attention. Since February 1, 1881, Wesley H. Schwartz has been editor.

The *Tribune* was a weekly publication from its inception and is now published daily and weekly and has a large circulation in the city and county, as well as adjoining counties. The weekly is issued Thursdays and the daily every morning in the year except Sundays. The daily issue was first begun April 14, 1873, and continued to April 14, 1875, when it was suspended until January 28, 1878, since which time the daily publication has been continuous. There has been no break in the publication of the weekly *Tribune* since its beginning in 1856. The *Tribune* is Republican in politics and has always been an earnest advocate of the principle of that party.

As a matter of history it may be stated that the first publication attempted in Altoona was a weekly paper established by Wm. H. and J. A. Snyder, who brought to the then new Borough, the press and type formerly used in the publication of the Standing Stone Banner of Huntingdon. They started a paper in the Spring of 1855 and called it the Altoona Register, but it failed after a few months, and the material being purchased by McCrum & Allison was used by them in starting the Tribune.

The Mirror

Is the second paper in Altoona in point of age, having been first issued June 13, 1874, by Harry Slep and Geo. J. Akers. It was then a four-column penny daily, but was soon after enlarged and after a second enlargement, the price was raised to two cents. In November, 1877, Harry Slep became sole proprietor, but soon afterward, on account of ill health, he sold the paper to Buckingham and Nicodemus, who changed its name to the Evening Call, and under the new name it passed through

several hands and was published for a number of years and finally suspended, about 1884. In 1888, Harry Slep and Will H. Slep. his son, began the publication again, issuing a four page six column paper every wee-kday evening; it has been enlarged several times until at present it is an eight page six column paper at the low price of one cent per copy or twenty-five cents per month. The paper has a liberal advertising patronage and a sworn circulation of over 5,000 copies per day. The office and publishing house of the *Mirror* is located in its own building at No. 1014 Eleventh Avenue.

The Times

Is the leading Democratic newspaper of Central Pennsylvania and is published every morning except Sunday at No. 1226 Eleventh Avenue by Potter, Greer, Kelly & Co. It is a well conducted paper, full of local and general news and having the latest telegraphic reports.

The Times was established in 1884 by Frank McClain, F. E. McCullough and H A. McPike, under the name of The Times Publishing Company. Mr. McPike was a former Cambria County editor with an established reputation there as a good newspaper man, and it was expected that he would make the paper a brilliant success from the start. Mr. McCullough had had considerable experience as a local reporter and Mr. McClain was the capitalist. The office was on Fourteenth Street between Eleventh and Twelfth Avenues for several years and then on Eleventh Avenue between Fourteenth and Fifteenth Streets, from whence it was moved to its present location when sold by The Times Publishing Co. Mr. McPike failing to achieve the success with a city paper that had attended him in Ebensburg, one W. H. Zeller was employed to wield the editorial pen and Mr. McPike went to the composing room. Later John W. Scott was editor, and for several years past Charles J. Wehrle has held that position.

McClain and McCullough sold out to George F. Fresh in 1887 and the latter and Mr. McPike were the members of the company until November 27, 1891, when they sold out to D. L. Potter, J. B. Stahl, J. B. Sansom and C. A. Greer who, under the firm name of Potter, Stahl & Co., continued the publication of the *Times*. In June, 1895, Messrs. Stahl and Sansom disposed of their interests to P. H. Kelly and J. A. Lawver, and the firm name was changed to Potter, Greer, Kelly & Co., as it now is.

The Times issued a weekly in addition to the daily until purchased by Potter, Stahl & Co. who discontinued it. The first issue of the daily Times was May 21, 1884, and of the weekly June 19, 1884. This paper had no connection with the Evening Times, a paper started by Jacob B. Smith a short time before and sold out after a brief existence.



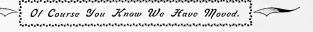
HAT'S WHAT the Board of Trade is doing in this book, and it is the best means of making the work of such an organization thoroughly effective. Going into print proclaims abroad the importance and advantages of a city. And so the importance, in the business world, of the individual is often measured by his talking in type. The character of the printed matter sent out reflects the character of the sender. We would like to put your talk into type for you. Our presses have been making overtime lately, but we don't mind that. There is some talk of a dull season, and we don't want that to catch us. Let

our types talk for you. The job can't be too large or too small for us to handle. Anything from a Visiting Card to a Three-sheet Poster means a lot in this day of specialties, but our range of work covers all that. It is a real pleasure to write under our Note, Letter and Bill Heads, and a pleasure to find how little they cost. Our Cards insure you a cordial reception. Circulars and Booklets printed by us demand a perusal. Our Envelopes never find their way to the dead letter office. Our Legal Blanks are correct in form—all kinds in stock. If you talk in big type, our Dodgers and Posters come quick and cheap. In the Book Line, we are a bit proud of some of the records we have made. If you have a book or brief you want in a hurry—and right—ask us how soon we can get it out.



Opposite Gable & Co's,

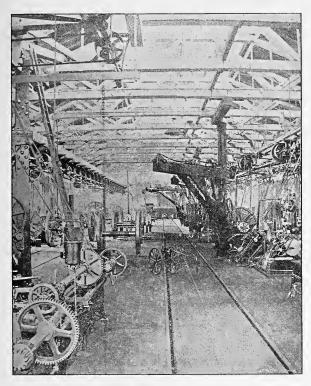
1325 Eleventh Avenue,



The Gazette,

This, the latest comer in the journalistic field of Altoona is the successor of the old Altoona Sun, which was published for more than a score of years, beginning in 1870 and set finally when the Gazette was started.

The Gazette is owned and published by the Gazette Publishing Company, an incorporated company, of which the principal members are: P. G. Bell and his sons, Warner H. and W. Frank Bell. The Gazette was first issued April 5, 1892, the office and printing rooms being at 1008 Green Avenue, which was its location until November 1, 1895, when it was moved to 1325 Eleventh Avenue, to a building especially remodeled and recon-



Pennsylvania Railroad Company Machine Shops-Wheel Shop.

structed for its use. The Gazette is strongly Republican in politics and is a good newspaper, well filled with the latest local and general news. It is published daily, every evening except Sunday, and a weekly edition is also issued every Friday for out-of-town readers.

Der Deutsche Volksfuhrer

Is a weekly German newspaper, published every Friday by L. G. Lamade, editor and proprietor. The office and printing rooms are at 612 Twelfth Street. This is the most influential German newspaper in Central Pennsylvania and is read by nearly all the German people in this section of the State. The Volksfuhrer was estab-

lished in March, 1878, by Harry Slep, who sold it to the present proprietor in March, 1881. In politics it is Democratic, though not so radical as to be in any sense an organ.

The Independent Loyal American

Is owned and edited by Rev. W. W. Dunmire, and is intensely patriotic and anti-Roman Catholic. It is the official organ of the Loyal Legion of America. The office and printing house is at 1019 Sixteenth Avenue. It is published weekly—Saturdays. It was first started in June 8th, 1885, as the Evening Independent and during the palmy days of the Knights of Labor had an immense daily circulation; the office then being at the

rear of 1224 Eleventh Avenue. The change of name to *Independent Loyal American* was made early in 1893, and the daily issue discontinued in October 21, 1893.

The News,

This is a Sunday paper and is owned and published by the News Publishing Company. The office and printing rooms are at 816 Twelfth Street. W. B. Hicks, a member of the firm and son of Congressman J. D. Hicks, has recently assumed the management of the paper, vice H. U. Tibbens, resigned.

The News is a live paper and is likely to be a permanent institution under the present management. It aims to give a complete weekly resume of the local news of the city, as well as the latest general news up to the time of going to press Sunday morning.

The News is the legitimate successor of the Sunday News and the Sunday Graphic (earlier the Sunday Morning), which were combined as the Sunday Graphic-News by the late Homer Vaughau, in March, 1888.

The Sunday News was first issued by Mr. Vaughan, October 19, 1884, the press work being done at a job office for several years. In March, 1888, the Sunday Graphic, established by Jacob Smith and others in 1881, edited by Mrs. Mattie Furey and first called the Sunday Morning, was merged with The News, and, under the title Sunday Graphic-News—Homer Vaughan, editor—was published until the death of Mr. Vaughan in August,

Soon afterward the paper was purchased by W. J. Hamor, now City Clerk, who edited and published it until February, 1893; the office being located at 831 Eighth Avenue. Mr. Hamor leased the material February, 1893, to T. S. Fettinger, who managed the paper for a year, after which the outfit was purchased by J. D. Hicks, Esq., J. S. Elway and H. M. Stover, who formed a stock company, changed the name of the paper to the News and removed it to its present location. After all these vicissitudes the News probably combines all the good qualities of its several predecessors, emulating their virtues and eschewing their errors.

Besides these existing publications there are a number of others which live in memory only-over whose untimely graves

> -no mourners weep-No marble shaft is reared."

Among these memories of the past are:

The Altoona Sun, daily and weekly, which was first established under the name of the Altoona Vindicator, by James F. Campbell, May 1, 1868, and was purchased December 10, 1869, by D. W. Moore, who changed the name to the Sun. On May 2, 1870, the Sun began a daily issue and was the first daily ever published in Altoona. The time was not ripe, however, for a successful daily paper here, and after running for seven months the daily was discontinued. The Sun as a weekly paper passed through several hands and was not a financial success until purchased by the Barclay brothers-N. C. and Cyrus N., May 10, 1874. In 1879 the Barclays associated with themselves a number of prominent Democratic citizens and formed the Sun Printing and Publishing Company, for the purpose of publishing a Democratic daily in connection with the weekly Sun. This company began publishing the Altoona Daily Sun on December 11, 1879. The stock company arrangement was not satisfactory nor of long duration and March 17, 1881, the paper and outfit was sold at public sale and purchased by the Barclay brothers, who continued the publication of the weekly in the old Opera House building until 1887 when they moved the printing office to their new building on Green Avenue. The Altoona Weckly Sun shed its last beams across the social horizon April 1, 1892, and simultaneously the Gazette was established and issued from the same press-N. C. Barclay and his sons being large stockholders in the new company.

The Blair County Radical, of which James H. Irwin was the leading spirit and for the greater part of the time owner, manager and editor, was first published at Hollidaysburg and was removed to Altoona in the sum-

mer of 1868. It flourished here with more or less success 'till 1889 when the sheriff of Blair County took forcible possession of it and sold the type and presses, then pretty well worn out, to E. W. H. Kreider for a nominal sum, throwing the good will and subscription list into the bargain. The office, then in the Arcade Building, was disintegrated and the Radical slept the sleep that knows no waking.

The Evening Call was another paper published daily, weekly and Sunday for several years and then Call-ed hence. It was started as the Evening Mirror by Harry Slep and George J. Akers, June 13, 1874, being a penny paper, published every evening except Sunday. November 16, 1877, Harry Slep became sole owner and December 1, 1878, sold the paper to W. K. Buckingham and W. S. Nicodemus, who changed its name to the Democratic Call. Soon after its name was changed to the Evening Call, and after some vicissitudes of fortune and changes of ownership, it was purchased by E. B. Haines, January 1, 1880. Mr. Haines enlarged the plant, bought more type and presses, and issued an evening daily, also a weekly and a Sunday paper. He secured a large subscription list, considerable advertising patronage and for a time was immensely successful until he began to antagonize the Pennsylvania Railroad officials and his star waned. The soil of Altoona would no longer support the Call and its proprietor betook himself and paper to a distant city. The last issue in Altoona was about 1884.

The Altoona Chronicle, a weekly newspaper, was another journalistic venture that proved unprofitable to its projectors. E. C. Mann and E. D. Kendig, two young men, clerks in the Railroad Company's offices, who thought the mantle of a Greeley or a Bennett had fallen on them, resigned their lucrative positions, purchased type and began the publication of the Altoona Chronicle in 1881. They had the press work done by another office. This paper, which was a creditable sheet and well filled with local news, was not a financial success and after and existence of ten months, suspended.

* 14 × 16 × 16

Altoona City Directories, X



OT THE least important among the publications of a flourishing city are the directories that appear annually or biennially, giving the

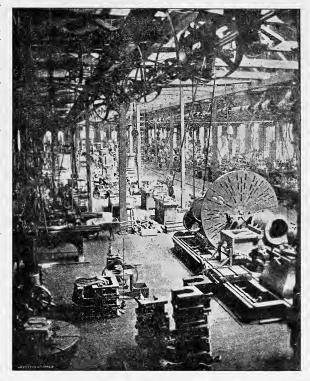
names, residences and occupations of the inhabitants and the places and kinds of business carried on. Altoona has had six directory publishers and thirteen directories up to the present time.

The first directory of the city was published by Thos. H. Greevy, Esq., in 1873, and he issued a second one in 1875. Mr. Greevy having entered into the practice of the law did not continue his publication, and one William H. Renner issued the third one in 1878. He left the city before it was time for another, and in 1880 W. S. Webb, of New York City, published the fourth one; following it in 1832 with the fifth. Mr. Webb did not return after 1882, and the Fierstein Brothers, A. J. and A. W., resident printers, undertook the work and published a directory in 1884. They intended to issue a second one in 1886, but C. B. Clark, then beginning the practice of law, and finding more leisure than money in it at first, essayed to become a literary man as well as a lawyer, and undertook the publication. Being in the field before the Fierstines were ready, he carried it through to a successful termination, and the book, which

was one-forth larger than any former one, was issued in May, 1886. Since that time he has been the regular resident directory publisher, issuing a new edition in June 1888, June 1890, September 1891, October 1893, and July 1895.

In 1892 the Gazette Company issued a county directory which, as it made Altoona the main feature, may be regarded as an Altoona directory for that year. The directory published by Mr. Renner was considered the best of all that preceded Clark's; and Clark's directory is the most complete and comprehensive work of the kind published in any city of less than 50,000 inhabitants in the United States. Mr. Clark took a careful census of the city for each edition except 1891, and the results are shown in the census statistics in another part of this work. He also added a feature which is asolutely new in publications of this kind, viz.: distinguishing house holders as renters, and owners-"o. h." before the house number denoting ownership in the family and r. h. that the occupants are tenants only.

Each edition has also contained a great deal of extra matter, historical and statistical, a complete classified business directory, the streets are fully described and located, the churches described and name and residence of pastor given. Also, in most of them the latest official list of postoffices in Pennsylvania. The edition of 1886 was 300 copies, and each year the number was increased until 1895, when 545 books were printed.



Pennsylvania Railroad-Machine Shops-Interior of Lathe Shop.

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Altoona City Street Paving, X X

NTIL about the year 1872 the streets of Altoona were much as nature left them, excepting the little improvement made by shallow ditches at the side and the dirt thrown up in the middle, with the addition of some broken stone in places, after the manner of country roads. Although the burgess—in 1859—advertised for bids for macadamizing Eleventh and Eighth Avenues, very little was done, but a special act of legislature, approved April 10, 1873, authorized the city to issue \$150,000 of permanent improvement bonds, with which to pay for sewers and improve the streets. Part of this money was expended shortly afterwards in macadamizing Eighth and Eleventh Avenues, the former between Ninth and Seventeenth Streets and the latter between Eleventh and Seventeenth Streets. This

improvement was of brief duration, the broken stone were soon pulverized and mixed with earth, so that in a few years these streets were extremely muddy and almost impassable in wet weather—mud often being six inches to a foot deep on parts of Eleventh Avenue, the principal business street. The city would not assume the cost of good pavements and the expense was so great that property owners hesitated long before deciding to undertake it. In 1889, however, a good asphalt block pavement was put down on Eleventh Avenue from Eleventh to Bridge Streets, and Eighth Avenue from Seventh to Fifteenth Streets, and the benefits of such paving were so apparent that other property owners on other streets and avenues soon followed the example, and a great deal of paving was done during that and the following years.

The Subjoined Table shows the Streets and Avenues that have been Paved to the present time, with the Distance Paved, Kind of Pavement and Cost:

YEAR	LOCATION.	LENGTH IN FEET.	KIND OF PAVEMENT.	Cost.
*1888	Twelfth Street, Teath Avenue to Eleventh Avenue	285.0	Asphalt Block	\$ 1,637.30
1889	Twelfth Street, Twelfth Alley to Fourteenth Avenue	490.7	Asphalt Block	4,610.55
1889	Twelfth Street, Fourteenth to Fifteenth Avenue	267.0	Cobble Stone	934.70
1893	Twelfth Street, Twelfth Avenue to Twelfth Alley	130.5	Asphalt Block	1,392.00
#1889	Twelfth Street, Eleventh to Twelfth Avenue	275 5	Asphalt Block	1,653.10
*1889	Thirteenth Street, Tenth to Eleventh Avenue	257.3	Asphalt Block	1,593.81
1890	Thirteenth Street, Twelfth to Sixteenth Avenue	1.148.1	Asphalt Block, and Vitrified Brick	12,135.13
1889	Eleventh Avenue, Eleventh Street to Bridge Street	2,241 0	Asphalt Block	14,686.04
1890	Eleventh Avenue, Seventh to Eleventh Street	1,390.0	Stone Block	15,432.60
1891	Eleventh Avenue, Southwest of Bridge Street	40.0	Stone Block	426.50
1889	Eleventh Street, Eleventh to Chestnut Avenue	495.0	Asphalt Block	3,347.70
#1889	Eleventh Street, Tenth to Eleventh Avenue	247.3	Stone Block	2,048.95
*1889	Tenth Avenue, Eleventh to Twelfth Street	455.0	Asphaltum Block and Stone Block	2,331,45
*1889	Tenth Avenue, Thirteenth to Fourteenth Street	341.7	Asphaltum Block	2,689,20
#1889	Twelfth Avenue, Twelfth to Thirteenth Street	453.3	Stone Block	3,384.00
1889	Twelfth Avenue, Eleventh to Twelfth Street	407.5	Sheet Asphalt	3,921.77
1890	Twelfth Avenue, Thirteenth to Sixteenth Street	1,220.1	Sheet Asphalt	11,737,50
1889	Green Avenue, Seventh to Eleventh Street	1,405.0	Asphalt Block	10,420,50
1889	Eighth Avenue Seventh to Fifteenth Street	3,311.0	Sheet Asphalt	24,917.96
1890	Eighth Avenue, Fifteenth to Twenty-fourth Street	3,171.3	Asphalt Block	33,633.61
1889	Chestnut Avenue, Seventh to Eleventh Street	1.309.0	Asphalt Block	9,408.50
#1889	Seventh Street, Eleventh Avenue to Green Avenue	160.0	Stone Block	613.08
1890	Seventh Avenue, Second to Seventeenth Street	6,040.0	Sheet Asphalt	59,795,73
1890	Fourteenth Avenue, Eleventh to Thirteenth Street	844.2	Asphalt Block and Vitrified Brick	9,002,46
*1889	Eleventh Alley, Southwest of Twelfth Street	212.5	Asphalt Block	1,027.18
1890	Eleventh Alley between Eleventh and Thirteenth Street	599.0	Asphalt Block	2,769,50
1893	Eleventh Alley, Thirteenth to Fourteenth Street	401.9	Stone Block	1,512.45
1891	Sixth Avenue, Second to Fifteenth Street	5,457.6	Sheet Asphalt	52,383,66
1891	Seventeenth Street, Eighth Avenue to near P. R. R.	1,227.1	Stone Block	10,383.97
#1891	Seventeenth Street, near Bridge Street	379.0	Stone Block	3,338,12
1891	Bridge Street, Eleventh Avenue to P. R. R	291.0	Stone Block	2,062,61
1891	Tenth Alley, Eleventh to Twelfth Street.	400.0	Cobble Store	800.00
1892	Tenth Alley, Thirteenth to Fourteenth Street		Paving Brick	1,361,64
1892	Thirteenth Avenue, Eleventh to Twelfth Street		Sheet Asphalt	4,008,00
1893	Ninth Street, Eleventh to Chestnut Avenue	431.4	Paving Brick	2,150,94
1894	Ninth Street, Chestnut Avenue to Sixteenth Avenue	1.305.2	Paving Brick	5,357.90
1893	Green Alley, Tenth to Eleventh Street.	326.4	Paving Brick	1,216,90
1894	Margaret Avenue, Seventeenth Street to Union Avenue	1,215.2	Sheet Asphalt	10,118.70
1894	Broad Avenue, Union Avenue to Twenty-seventh Street	2,811.4	Sheet Asphalt	27,679.89
1895	Fourteenth Street between Tenth and Eleventh Avenues	238.7	Sheet Asphalt	2,113,95
1895	Tenth Alley between Fourteenth and Thirteenth Streets	457.4	Sheet Asphalt	1,959.77
	Total Transfer of the Control of the		Datet Hophart Hill Hill Hill Hill Hill Hill Hill Hil	
		42,951.8		\$361,999.32

^{*} Put down by Pennsylvania Railroad Company and at their own cost.

Table showing total amount of paving in streets of Altoona to December 31, 1895, with number of square yards and cost per yard:

Kind of Pavement.	Total Length	Square Yards	Average Cost Per Yard
Sheet Asphalt on 6-inch (Concrete Foundation,)	21558 3-5	66133 2-5	\$2 94 1-5
Asphalt Block. Stone Block. Vitrified Brick. Cobble Stone.		38129 3-4 14214 1-3 7184 3-4 1576 1-3	2 75 2 89 1–2 2 17 1 10

The necessary ordinances have been passed for the paving of Union Avenue from Eighteenth Street to

Broad Avenue, and Washington Avenue from Sixteenth Street to city limits northwest, and this will be done early in the summer of 1896, together with a number of other streets and avenues now being prepared for it. As there are more than one hundred miles of streets in the city it is evident that the paving business is likely to be good here for several years to come, and the paving companies who secure contracts, will, while reaping a profit for themselves, confer a benefit on the community by improving the streets. The sheet asphalt, although expensive, is most desirable on level streets and vitrified brick is preferable where there is much grade; while the concrete blocks are very convenient if it is to be torn up for the purpose of laying water or gas pipe.



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Book Accounts and Other Collections Made. Prompt and Careful Attention

Given to All Business.

ROBERT A. HENDERSON,

ATTORNEY AT LAW,

- ALTOONA, PA. 63 Room 8, Schenk Block, - - - ALTOONA, PA.

THE SEWERS OF ALTOONA.

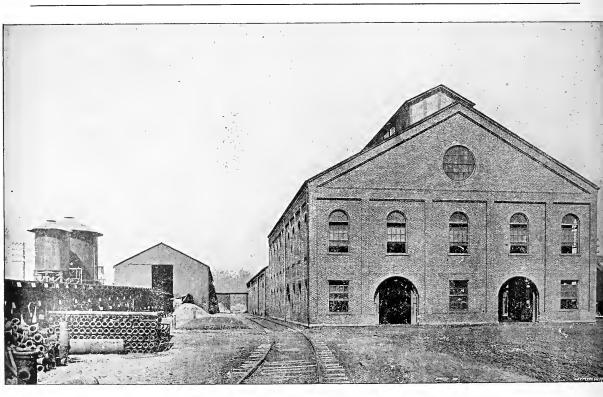


F THE earlier sewers constructed in the city a very imperfect record was kept, but it is believed that the first was in 1870, on Eleventh

Avenue; Fifteenth Street to Thirteenth Street to Tenth Avenue. A Citizens' Committee of forty-eight—equally divided between the two great political parties—twenty-four Republicans and twenty-four Democrats, whose authority to act was conferred by a mass meeting of the the citizens held in the autumn of 1882, and whose duties were to investigate municipal affairs generally, gave the matter of sewers in charge of a sub-committee consisting of the following business men, viz.: J. L. Metzger, J. N. Shillito, Michael Poet, James C. Hughes, Michael Stover, George F. Jackson and H. J. Cornman, who after a careful and laborious search of all the official and semi-official records of the city, and from such private sources as were accessible, made an elaborate and thorough report thereon, which was adopted June

5th, 1883, by the Citizens' Committee as a whole. In this report they gave an exhaustive resume of all the sewers built prior to 1882. From that report we copy verbatim the location, size, length and cost of all the sewers constructed in the city up to that period.

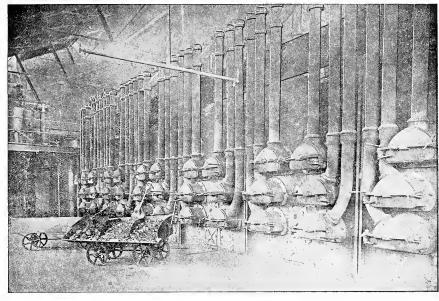
Thirteenth Street and Eleventh Avenue Sewer — This is a circular brick sewer, constructed in 1870 by D. K. Ramey & Son, from Tenth Avenue to Eleventh Avenue on Thirteenth Street, it is three feet in diameter and cost \$3.60 per foot. From the corner of Eleventh Avenue and Thirteenth Street to Fourteenth Street it is two and one-half feet in diameter, and cost \$3.20 per foot. From Fourteenth Street to its terminus near Fifteenth Street it is one and one-half feet in diameter and cost \$2.10 per foot. It empties into the Pennsylvania Railroad Company's sewer under the tracks opposite the corner of Thirteenth Street and Tenth Avenue. The length is about 1,100 feet and it cost \$4,125.20.



Altoona Gas Company-View of Main Building Looking East.

EIGHTH 'AVENUE SEWER, FROM NINTH TO TWELFTH STREET—This is a 20-inch brick sewer, 1,320 feet long; contract let to James Malone, September 19, 1871, at \$2.00 per foot. Total cost, including inlets, 3,066.70.

FIRST AND THIRD WARD SEWERS-This is a 36-inch brick sewer, beginning on Tenth Avenue at Ninth Street, extending up Ninth Street to Eleventh Avenue, up Eleventh Avenue to Eleventh Street, up Eleventh Street to Twelfth Avenue, up Twelfth Avenue to Twelfth Street, up Twelfth Street to Fourteenth Avenue, up Fourteenth Avenue to Thirteenth



Altoona Gas Company-Retort Room.

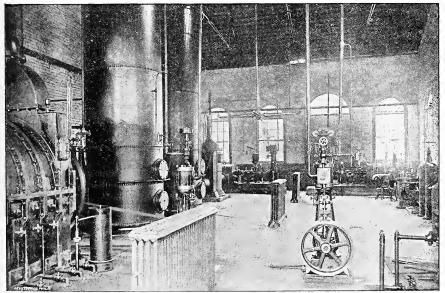
Street, up Thirteenth Street one half square to a point opposite the public school building; total length, 2,657 feet. Contract awarded to Jas. Malone in 1872, price \$3.20 per foot. Total cost, including inlets and taps, \$9,365.99.

NINTH STREET SEWER, WEST SIDE—This is brick sewer forty-two inches in diameter, built by James

Malone under contract made in 1872. It extends from Eleventh Avenue and Ninth Street up Ninth Street 1,700 feet to near Plack's tannery [between Howard and Fairview Avenues, the tannery now removed]. Contract price \$3.80 per lineal foot; total cost, including inlets, \$6,460.

FIFTEENTH AND TWENTY-FOURTH ST., OR SIXTHWARD SEWER -This is a 30x60 inch brick sewer, beginning at Seventh Avenue and Fifteenth Street and extending down Seventh Avenue to Twentieth Street, down Twentieth Street to Sixth Avenue and on Sixth Avenue to Twenty-fourth St. Length 3,378½ feet; built by Campbell Bros. in 1873; price \$6.50 per foot. Total cost, including inlets, \$23,123.00

SEVENTH AVENUE SEWER FROM TWELFTH TO FIFTEENTH STREET—This is a 30-inch brick sewer, built by James Malone, under contract dated July 13, 1874; length 1,310 feet;



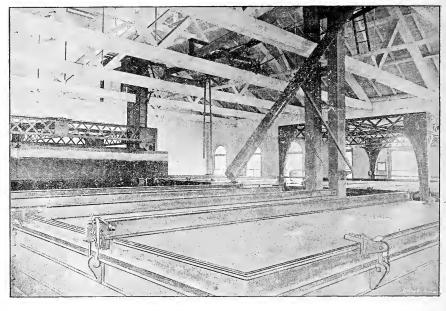
Altoona Gas Company-Condensing and Scrubbing Room.

price per foot, \$1.98. Total cost, including inlets and extra brick work, \$3,161.30.

SECOND AND EIGHTH WARD SEWER-This is a brick sewer, elliptical in form, 5x7 feet and 3,309 feet long. It exends from the eastern city limits along township road and through vacant lots (since built up) to Seventh Alley near Fifth Street; thence up Seventh Alley to Sixth Street; thencediagonallyacross private property to Eighth Avenue, about 100 feet east of Eighth Street, and along Eighth Ave. to Ninth Street. Campbell Bros. were the contractors. Seven dollars per lineal foot the price, and \$24,-

495.10 the total cost, including inlets. It was built in 1873-74. Several suits for damages to property along this sewer were maintained against the city and judgmente obtained, aggregating \$1,027.50.

CHESTNUT AVENUE SEWER-This is a brick sewer extending along Chestnut Avenue from Ninth to



Altoona Gas Company-Purifying Room.

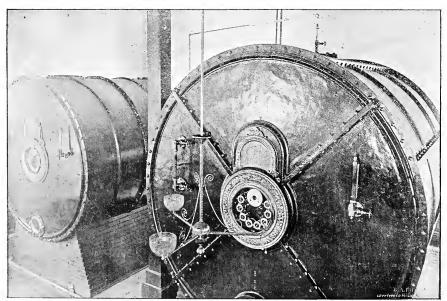
Eleventh Street. Diameter 20 inches, length 747 feet, price per foot \$1.70. Total cost, including inlets, \$1,-452.52; built 1874. Stonebraker and Paup, contractors.

ELEVENTH AVENUE SEWER, FROM FIFTEENTH TOBEYOND SIXTEENTH STREET—This is a 20-inch brick sewer, extending along Eleventh Avenue from Fifteenth.

Street westward 410 feet. It was built in 1874 by W. H. Durborrow, at \$2 per 100t and \$20 for inlets, Total cost \$1,096.10.

TWELFTH AVENUE SEWER FROM FOUR-TEENTH TO SIXTEENTH STREETS-This is a twenty and 30-inch brick sewer extending along Twelfth Avenue from Fourteenth to Sixteenth Street, a distance of 780 feet. Constructed in 1874 by Stonebraker and Paup, contractors, at \$1.65 and \$2.20 per foot; inlets \$20.00. Total cost \$1,913.15.

SIXTEENTH STREET SEWER FROM ELEVENTH TO TWELFTH AVENUES. This is a 36-inch brick sewer extending up Six-



Altoona Gas Company-Station Meters where all the Gas made is Measured.

teenth Street from Eleventh to Twelfth Avenues, and was constructed under contract awarded to James Malone, September 11, 1874; price, \$2.25 per foot; length, 278 feet; total cost, including inlets, \$635.75.

SINTEENTH STREET SEWER, FROM TENTH TO ELEVENTH AVENUES—This is a 36-inch brick sewer, 338 feet long, built in 1894 by W. H. Durborrow, at \$3.00 per lenial foot; total cost, \$1.014.

TWELFTH STREET SEWER, BETWEEN EIGHTH AND NINTH AVENUES—This is a 12-inch terra cotta sewer, 275 feet in length, built in 1874 by W. H. Durborrow, at \$1.40 per foot; total cost, \$389.00.

NINTH STREET SEWER, FROM EIGHTH TO NINTH AVENUES—This is a brick sewer (size not given, but is six feet in diameter), extending from Eighth to Ninth Avenues along Ninth Street, built in 1874 by Patrick Kelly, contractor; length, 325 feet; price per foot, \$6.70; total cost, including inlets, \$2,254.50.

SIXTH AVENUE SEWER, FROM SEVENTEENTH TO TWENTIETH STREETS—This is a 20-inch brick sewer extending along Sixth Avenue, from Seventeenth to Twentieth Streets, constructed in 1874 by James Malone, at \$1.87 per foot; length, 997 feet; total cost, including inlets and extra work, \$2,214.64.

FIFTEENTH STREET SEWER, FROM EIGHTH TO SEVENTH AVENUES—This is a 30-inch brick sewer 310 feet long; constructed in 1874 by James Malone at \$2.00 per foot; total cost, \$620, and extras \$200.

EIGHTH AVENUE SEWER, TWELFTH TO FIFTEENTH STREETS—This is a 20-inch brick sewer built in 1874; length, 1,300 feet; Drumgold Brothers, contractors; price, S1.97 per foot; inlets, \$25; total cost, \$2,600.

EIGHTH AVENUE SEWER, BETWEEN SEVENTEENTH AND TWENTY-FOURTH STREETS—This is a brick sewer (size not given, but is 24 to 30 inches), built in 1879 by Patrick Kelly. (Length and cost per foot not given, but about 2,500 feet long; total cost, \$4,116.90.

ELEVENTH ALLEY SEWER, BETWEEN FOURTEENTH AND FIFTEENTH STREETS—This is a 12-iuch terra-cotta pipe sewer, about 450 feet long, built by the city by day laborers in charge of Street Commissioner Atkinson. Total cost of labor and material \$234.15.

GREEN AVENUE SEWER, BETWEEN NINTH AND ELEVENTH STREETS—This is a terra cotta sewer (size not given, but is 20 inches in diameter), completed August 9, 1879, by Patrick Kelly at \$1.35 per foot; length, 565 feet; total cost, \$762.75.

GREEN ALLEY SEWER, FROM TENTH TO ELEVENTH STREETS—This is a 12-inch terra cotta pipe sewer 500 feet long put in by D. Wylie, in 1879, at 67 cents per foot; cost, \$335.

SEVENTEENTH STREET SEWER—This is a 20 and 24-inch brick sewer (length and price per foot not given, but is about 950 feet long), constructed in 1880 by Patrick Kelly. It extends from Eighth Avenue along Seventeenth Street to John McCormick's corner (near P. R. R. tracks). Total cost, \$2,592.

EIGHTEENTH STREET SEWER—This is a 42-inch brick sewer (size not given by committee) extending along Eighteenth Street from Union Avenue to Thirteenth

Avenue about 900 feet; completed in 1881 by Patrick Kelly; no rate per foot given; contract price for the entire work \$4,752, but the actual cost to the city when completed was \$5,414.82.

SINTEENTH STREET AND UNION AVENUE SEWER—This is a brick sewer 30 inches in diameter on Sixteenth Street and 36 inches on Union Avenue, but the committee's report does not give these facts. They give its length from Thirteenth Avenue down Sixteenth Street to Union Avenue and down Union Avenue to Eighteenth Street as 1,850 feet. J. R. Vaughn lowest bidder, October 17th, 1881, at \$1.90 per foot, the inference being that he built it soon afterward. The cost, they state, was \$3,665, including six inlets, at \$25 each.

ELEVENTH AVENUE SEWER, ELEVENTH TO TWELFTH STREETS—This is a 24-inch terra cotta pipe sewer put in by David Wylie and completed September 17, 1881, at a cost of \$769.54; length, about 400 feet.

Green Avenue and Eighth Street Sewer—This is a 24-inch brick sewer, as shown on the city sewer map, but the committee was silent on this point. They say that on November 2, 1881, bids were received by Council for constructing a sewer down Green Avenue from Ninth Street to Eighth Street, and up Eighth Street to Howard Avenue, and the contract was let to Storm & Kelly at \$1.40 per lenial foot, and \$20 for inlets; that the cost was \$1,789.20 for 1,278 feet, at \$1.40, and \$100 for five inlets, at \$20; total cost, \$1,889,20.

THIRTEENTH STREET SEWER—This is a 24 and 30-inch brick sewer extending up Thirteenth Street from a point between Fourteenth and Fifteenth Avenues, the head of a sewer of earlier construction, along Thirteenth Street to the center of Seventeenth Avenue, as shown on the map previously referred to, but whether brick or terra cotta is not noted. The committee in their report say a sewer was constructed in this street by Storm & Kelly at \$1.75 per foot and \$20 for inlets, and gives the length as 797 feet, and cost \$1,275.20, plus seven inlets, at \$20=\$140. The contract was let October 17, 1881.

McCann Branch of Thirteenth Street Sewer—This branch—24-inch brick—the committee reports was authorized by the Committee of Councils on Permanent Improvements December 15, 1881, and Storm & Kelly directed to construct it at \$1.60 per foot; that it was built by them soon afterward a distance of 270 feet, at a cost of \$432. It extends from Thirteenth Street, between Fourteenth and Fifteenth Avenues, northwest to Seventeenth Alley, between Thirteenth and Fourteenth Streets. (P. McCann's property, the principal one benefitted, hence the name).

SEVENTH AVENUE AND SEVENTEENTH STREET SEWER—This is a 12-inch terra cotta pipe sewer extending from the corner of Seventh Avenue and Seventeenth Street along the street to the alley between Seventh and Eighth Avenues; it was constructed by men in the service of the city, under the supervision of the Street Commissioner. It is about 150 feet long and cost \$123.70.

District Sewers,

For the purpose of sewer constructing and assessment of benefits on properties drained to pay the cost thereof, the city was in 1888 divided into four sewer districts comprising natural drainage areas, and each district now has one main sewer of large capacity constructed of brick and stone into which are discharged the numerous small branches, or local sewers of terracotta pipe, in the district, excepting some of the old sewers previously described.

The First District includes that part of the city northwest of the Pennsylvania Railroad, main line, between Seventh and Fifteenth Streets.

The Second District includes that part of the city southeast of the main line, and from Twelfth Street northeast to city limits.

The Third District comprises that part of the city northwest of the main line and northeast of Seventh Street.

The Fourth District includes the greater part of the city on both sides of the railroad southwest of Fifteenth Street on the northwest side, and Thirteenth Street on the southeast side.

The First, Second and Third Districts drain naturally into the Little Juniata River, which, rising in the mountains some six or seven miles northwest of the city, comes down the Gap to the Juniata Shops, and, turning to the left, flows northeastward toward Bellwood and Tyrone. The Fourth District drains into Dry Gap Run, the course of which is from its source three or four miles northwest of the city down the Dry Gap, entering the city about at the intersection of Eighteenth Avenue and Nineteenth Streets. (They are not opened through at this point). From here it follows the line of Eighteenth Street to Tenth Avenue and passes under the P. R. R. tracks at the culvert, thence to Margaret Avenue, thence to Ninth Avenue and along the Hollidaysburg branch road to Twenty-fourth Street, where it passes under the culvert, and continues along Twenty-fourth Street to Fifth Avenue, then bearing to the right continues to old Allegheny Furnace and empties into Mill Run, which, in turn, empties into the Beaver Dam branch of the Juniata.

THE FIRST DISTRICT SEWER was begun August 1st, 1892, and completed June 15th, 1893. Bowman Brothers, of McKeesport, contractors. It is a brick and stone egg-shaped sewer, in size 3 feet 8 inches by 5 feet 6 inches at the largest point, and diminishing in size

The following Summmary shows Length in Feet and Cost of all Sewers Built in the City prior to 1883:

SEWER LOCATION.	FEET IN LENGTH.	COST OF SEWER.
Thirteenth Street and Eleventh Av nue	1,100	\$ 4,125,20
Eighth Avenue from Ninth to Twelfth Street	1.320	3,066,70
First and Third Ward	2,657	9,365.99
Ninth Street Sewer, West side	1,700	6,460.00
Fifteenth and Twenty-fourth Streets or Sixth Ward.	3,378	23,123.00
Seventh Avenue frem Twelfth to Fifteenth Streets	1,310	3,161.30
Second and Eighth Ward Sewers	3,309	24,495,10
Chestnut Avenue	747	1,452.52
Eleventh Avenue from Fifteenth to beyond Sixteenth Street	410	1,096.10
Twelfth Avenue from Fourteenth to Sixteenth Street	780	1,913.15
Sixteenth Street from Eleventh to Twelfth Avenue	278	635.75
Sixteenth Street from Tenth to Eleventh Avenue	338	1,014.00
Twelfth Street between Eighth and Ninth Avenues	275	389.00
Ninth Street from Eighth to Ninth Street sewer	325	2,254.50
Sixth Avenue from Seventeenth to Twentieth Street	997	2,214.64
Fifteenth Street from Eighth to Seventh Avenue	310	820.00
Eighth Avenue from Twelfth to Fifteenth Street	1,300	2,600.00
Eighth Avenue between Seventeenth and Twenty-fourth Streets.	2,500	4,116.90
Eleventh Alley between Fourteenth and Fitteenth Streets	450	234.15
Green Avenue between Ninth and Eleventh Streets	565	762.75
Green Alley from Tenth to Eleventh Streets	500	335.00
Seventeenth Street Sewer from Bridge Street to Eighth Avenue.	950	2,592,00
Eighteenth Street from Tenth to Thirteenth Avenues	900	5,414.82
Sixteenth Street and Union Avenue.,	1,850	3,665.00
Green Avenue and Eighth Street to Howard Avenue	1,278	1,889,20
Thirteenth Stre-t	797	1,275,20
Thirteenth Street extension and inlets	270	572.00
Eleventh Avenue from Twelfth to Eleventh Streets	400	769,54
Seventh Avenue and Seventeenth Street	150	123.70
TOTAL	31,144	\$ 109.937.21

During the time intervening between 1883 and 1888 very little sewer constructing was done, and there are no records regarding it now in the office of the City Engineer. In 1888, however, Harvey Linton was employed as City Engineer and under his able administration the office has become a credit to the city; and the work of sewer building from that time systematized and a complete record kept.

toward its head, where its smallest dimension is 2 feet 6 inches by 3 feet 9 inches. Its total length is 2971.3 feet, and the cost was \$29,256.51.

Its mouth is at Ninth Street and Eleventh Avenue, and it extends up Ninth Street to Howard Alley three feet northeast of the center line of alley; thence along the center of Howard Alley to Tenth Street; thence along Tenth Street generally six feet to southwest of the center line of the street to Seventeenth Alley at east corner of a lot 103 feet southwest of Tenth Street; thence diagonally through said lot to and crossing Eighteenth Avenue to dividing line between two lots 125 feet northeast of Eleventh Street; thence along said dividing line, and by a deflection to left to Eighteenth Alley, to intake on northwestern side of said alley, about 100 feet northwest of Eleventh Street.

The Second District Sewer was begun July 19th, 1894, and completed November 2d, 1894, by Matthew H. Smith and W. C. Juttee. Its construction is similar to that of the First District sewer, and the dimensions at its mouth, and for some distance up, are 4 feet 6 inches by 5 feet 8½ inches. It is built double, or twin, for 160 feet. At the upper part it is smaller, ending with a section 137 8-10 feet long of 24-inch terra-cotta pipe. There are two parts or branches of this sewer, the first and larger one extending from its mouth or point of discharge, Bellwood Avenue, near Seventh Avenue and Lloyd Street, by the Gas Works, along First Street to

Second Avenue; thence along Second Avenue to Second Street, and along Second Street to Crawford Avenue, the present city line, and is 4377.8 feet in length. The Second or Fifth Avenue branch diverges from the main stem at Fifth Avenue and First Street, and extends along Fifth Avenue to Fifth Street, a distance of 1,900 feet. Its size is 3 feet 5 inches by 5 feet 1½ inches at the largest part, and diminishing to 2 feet 4 inches by 3 feet 6 inches at the upper end, near Fifth Street. This sewer, including the two branches, cost \$35,275.37.

The Third District Sewer was begun May, 9, 1894, and completed September 5, 1894; Bowman Bros., contractors. Its construction is similar to the others named, pear shaped, and in size 4 feet 6 inches by 5 feet 8½ inches at the largest part, changing to egg shape and diminishing to 1 foot 11 inches by 2 feet 10½ inches at the upper end. Its length is 2,752½ feet, and the cost was \$24,445.10. It begins (going from mouth to

city line at Beech Avenue between Fourth and Fifth Streets, following for the most part a natural waterway.

THE FOURTH DISTRICT SEWER was commenced July 9, 1888 and not completed until October 26, 1893; work being suspended for a long time on account of an injunction obtained against the city by owners of property South of Altoona, who claimed that it would do them great injury. This sewer is 4 feet 6 inches by 6 feet 9 inches in the largest part and 3 feet 6 inches by 5 feet 3 inches in the smallest. Its length is 6,184.7 feetover one mile—and its cost \$54,494.01, not including interest paid on deferred payments. Its location and course, from mouth to head, is as follows: Beginning at Dry Gap Run and southwest city line, near Twentysixth Street and Third Avenue; thence up the channel of the stream to Dysart Street and Third Avenue; thence along Dysart Street to Fifth Avenue; thence along Fifth Avenue to Twenty-fourth Street; thence along Twenty-



Residence of D. F. O'Rorke, Corner Union Avenue and Twentieth Street. (Beezer Bros., Architects.)

head) at a point on Chestnut Avenue, near corner of Second Street; thence along Second Street to the alley back of Chestnut Avenue; thence along said alley to Third Street; thence along Third Street to Lexington Avenue; thence diagonally across the avenue to a private lot, about 52 feet southwest from Third Street; thence diagonally through lots and squares, crossing Howard, Walnut and Willow Avenues between Third and Fourth Streets, to Cherry Avenue at a point about 60 feet southeast of Fourth Street; thence diagonally across Cherry Avenue to Fourth Street, and along Fourth Street to Spruce Avenue; thence diagonally across Spruce Avenue to a private lot, about 53 feet southwest of Fourth Street; thence diagonally across private property to northwest

fourth Street to Ninth Avenue and under Hollidaysburg Branch of the Pennsylvania Railroad, through the smaller arch of the culvert, along said Twenty-fourth Street, crossing Ninth Avenue and Beale Avenue to Broad Avenue; thence along Broad Avenue to Union Avenue and Margaret Avenue; thence along Union Avenue to Eighteenth Street and Tenth Avenue at the culvert of the Pennsylvania Railroad, main line. This is the upper terminus of the Fourth District Sewer proper, but it connects here with an older 42-inch circular brick sewer, which comes down Eighteenth Street from Thirteenth Avenue. From Eighteenth Street and Thirteenth Avenue, the upper end of said old sewer, is a new branch which may be called Eighteenth Street Sewer. Its

(Unincorporated.)

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30

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course is along Eighteenth Street for a short distance, then at an angle to the northwest across private property to Fourteenth Avenue between Eighteenth and Nineteenth Streets and continuing across private lots North-westward to about the center line of Eighteenth Street and to city line. The length of this new branch is 1,125.8 feet and its size 2 feet 6 inches by 3 feet 9 inches at largest part and 42 inches in diameter and circular at smaller or upper end. Cost, \$7,236.15.

This new branch, or continuation of the Eighteenth Street sewer up Dry Gap Run, was begun August 20th,

1894, and completed October 12th, 1894.

There is a 20-inch brick sewer in Sixteenth Street from Eleventh Avenue to Pennsylvania Railroad, and along track of Pennsylvania Railroad to Eighteenth Street where it joins the Fourth District sewer extension. This sewer has 20-inch branches on Eleventh Avenue extending a short distance either way from Sixteenth Street.

Another important branch or feeder of this older sewer may be called the "north branch," or Sixteenth Street sewer. It was built by Bowman Brothers. Begun November 12th, 1894, and completed December 8th, 1894. Size, 2 feet 6 inches by 3 feet 9 inches. Length, 528 feet. Cost, \$3,268.40. Its lower terminus is at Washington Alley, near Sixteenth Street and Fourteenth Avenue, and it extends up a deep ravine, through private property, across Sixteenth Avenue to Seventeenth Alley. From the lower end of this new branch the sewage is discharged into an older 36-inch brick sewer, which extends down Sixteenth Street to Union Avenue, and along Union Avenue to Eighteenth Street culvert.

An extension to the old McCann sewer, mentioned by the Committee of Forty-eight, is really a part of the First District system, and was completed June 6th, 1888, by John R. Fraser, contractor, It extends from Sixteenth Alley, between Thirteenth and Fourteenth Streets, obliquely across private property to Eighteenth Avenue and Fourteenth Street. It is a 24-inch brick sewer, 573 feet in length and cost \$826.95. We add it to the First District sewer in the figures given.

Another part of this system is on Ninth Street, beyond Howard Avenue, and is about 435 feet long, but of little practical value since the new line was built up that

hollow.

Terra Cotta Pipe Sewers laid during the Years 1888 to 1894 Inclusive,

Two 12-inch sewers on Seventh Avenue, between Twenty-first and Twenty-fourth Streets; one on each side at or near curb line. Total length of the two, 2,161½ feet; completed July 10, 1888; George Snyder, contractor; cost, 77 cents per foot and \$25.00 for inlets. Total cost, \$1,724.35.

A 12-inch sewer on Sixteenth Street, from Margaret Avenue to Railroad Avenue (now closed); completed July 7, 188S; length, 403½ feet; cost per foot 80 cents; one inlet, \$30.00. Total cost, \$352.80. Akers & Barwis, contractors.

A 10-inch private sewer on Seventh Street from Chestnut to Eleventh Avenues. Built October and November, 1888, by Pennsylvania Railroad Company, D. K. Ramey and others; length, about 600 feet. Total cost, \$360.

A 10-inch private sewer on Sixteenth Avenue, between Twelfth and Thirteenth Streets. Completed May 25, 1889; length, about 500 feet; cost about \$230.

A 12-inch private sewer on Seventeenth Avenue, between Twelfth and Thirteenth Streets. Completed in Spring of 1890; length, about 390 feet; cost, about \$200.

An 8 and 10-inch private sewer on Beale Avenue, between Twenty-fourth and Twenty-sixth Streets; put in by J. D. Bloomhardt and others in 1890. Length, 656 feet; cost, about \$280.

An 8-inch sewer on Eighth Avenue, between Sixteenth and Seventeenth Streets. Length, 312 feet; cost, including Y branches, \$210.21: J. A. Canan and D. Wylie, contractors; completed October, 1889.

An S-inch sewer on Seventeenth Alley, from Thirteenth Street to 24-inch sewer, near Fourteenth Street. Completed November, 1892; length, 318 feet, at 48 cents; cost, with Ys, \$154.54; David Wylie, contractor.

A private sewer in Eighth Alley, between Sixteenth and Seventeenth Streets. Size, 6 inches in diameter; length about 340 feet; cost, \$136.

A 10-inch sewer on Eighth Street, between Fairview Cemetery and Howard Avenue. Completed July 15, 1892; length, 550 feet; cost, \$440.

An 8-inch sewer on Fifth Alley, between Twelfth and Fourteenth Streets. Completed November 26, 1892; cost, \$556; James Gardner, contractor; length, 1,050 feet.

An 8 and 10-inch sewer on Washington Avenue from Sixteenth Street and entending 665.8 feet northwestward. Cost, \$493; Isaac Bender, contractor; completed December, 1892.

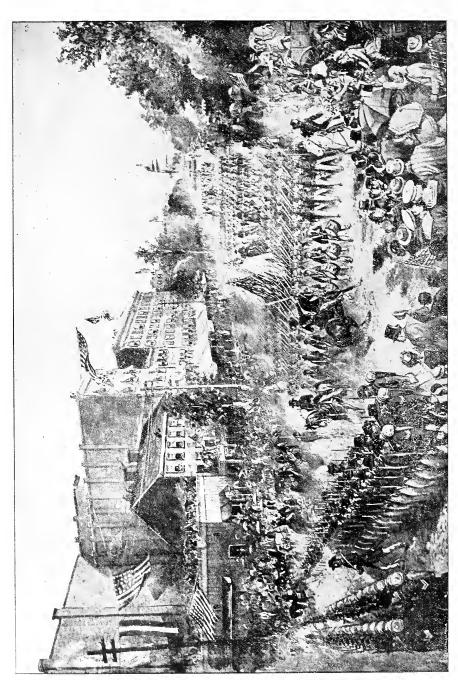
An 8, 10 and 12-inch sewer on Ninth Avenue, between Seventeenth and Twenty-third Streets, and Union Avenue, from Twenty-third to Twenty-Fourth Streets. Completed December 30, 1892; length, 2,635 feet; total cost, \$2,650; W. H. Herr, contractor.

An 8, 12 and 15-inch private sewer on Broad Avenue and Twenty-second Street and West Chestnut Avenue. Completed about August, 1892; total length, 763 feet; cost about \$255.

An 8 and 10-inch sewer on Fifth Avenue, between Twelfth and Sixteenth Streets, and on Sixteenth Street to Sixth Avenue. Completed January 27, 1893; length, 2,006 feet; James Gardner, contractor; cost, \$1,480.

An 8 and 10-inch pipe sewer. Completed May 31, 1893, by I. Bender, contractor. Length, 815; cost, \$676.45. Extends along Eleventh Street, between Third and Sixth Avenues.

An 8 and 10-inch sewer, constructed in July, 1893, on Broad Avenue, between Twenty-fourth and Twentyfifth Streets, and on Twenty-fifth Street to Broad Alley and along Broad Alley 271 feet. Length, 918 feet; cost, \$664.90.



Last Grand Review-Union Army, Washington, D. C., at Close of the War of the Rebellion,

A 12, 15 and 18-inch sewer along Fifth Avenue, between Nineteenth and Twenty-fourth Streets. Completed July 27, 1893. Length, 1,872 feet; cost \$2.227.68; I. Bender, contractor.

An 8, 10 and 12-inch sewer; completed July 29, 1893, on Sixteenth Avenue, between Tenth and Twelfth Streets. Length, 673 feet; cost. \$898.50; James Gardner, contractor.

An 8 and 10-inch sewer; completed September 12, 1893, on Beale Avenue, between Twenty-second and Twenty-fourth Streets. Length, 806 feet; cost, \$830; James Gardner, contractor.

An 8 and 10-inch sewer on Seventh Avenue, between Twenty-fourth and Twenty-sixth Streets. Completed September 7, 1893; length, 860 feet; cost; \$7+1.20; Henry Elway, contractor.

A 10-inch sewer on Sixth Avenue, between Twenty-second and Twenty-fourth Streets. Completed November 11, 1893; length, 1,294½ feet; cost, \$867.32; Isaac Bender, contractor.

An 8 and 10-inch sewer on Margaret Avenue, between Seventeenth Street and Union Avenue. Completed November 21, 1893; length, 1,013 feet; cost, \$1,029,40; Henry Elway, contractor.

An 8 and 12-inch sewer on Broad Avenue, between Twenty-sixth and Twenty-seventh Streets. Completed December 12, 1893; length, 514 feet; cost, \$424.36; Isaac Bender, contractor.

An 8-inch pipe sewer on Chestnut Avenue, between First and Second Streets. Completed January 13, 1894; length, 360 feet; cost, \$238.55; Welch Brothers, contractors.

A 10-inch sewer on Sixteenth Street, between Thirteenth Alley and Seventeenth Avenue. Completed April 28, 1894. length, 732 feet; cost, \$453.84; I. Bender, contractor.

An 8 an 10-inch sewer on Lexington Avenue, between First and Third Streets. Completed July 20, 1894; length, 878½ feet; cost, \$527.10; Gates & McMonigal, contractors.

An 8 and 10-inch sewer on Lexington Alley, between First and Third District Sewers. Completed July 21, 1894; length, 979½ feet; cost, \$577.90; I. Bender, contractor.

An 8-inch sewer on Broad Avenue, between Twenty-fifth and Twenty-sixth Streets, under northwest sidewalk. Completed August 22, 1894; length, 4621/3 feet; cost, \$217.30; Henry Elway, contractor.

A 10-inch sewer on Howard Avenue, between Fifth Street and Third District sewer. Completed October 13, 1894; length, 500 feet; cost, \$433; Bowman Brothers, contractors.

An 8-inch sewer on Walnut Avenue, between First Street and Third District sewer. Completed November 7, 1894; length, 855 feet; cost, \$459.75; Bowman Brothers, contractors.

An 8 and 12-inch sewer on Fourth Alley, between Thirteenth and Seventeenth Streets. Completed November 2, 1894. length, 1,600 feet; cost, \$995.80; I. Bender. contractor.

An 8-inch sewer on Walnut Alley, between Fifth Street an i Third District Sawar. Completed November 14, 1894; length, 344 feet; cost, \$498; Bowman Bros., contractors.

A 12-inch sewer on Fifth Avenue, between Seventeenth and Nineteenth Streets and on Seventeenth Street to Fourth Alley. Completed November 14, 1894; length, 817 feet; cost, \$416.64; Isaac Bender, contractor.

A double storm sewer of 24-inch terra cotta pipe, extending from Broad Avenue and Twenty-seventh Street through Altoona Foundry and Machine Company's grounds to Ninth Avenue and Twenty-sixth Street. Completed October 30, 1894; length of line of double sewer, 868 feet = 1,736 feet; cost, \$1,814. Done under direction of City Engineer and at the cost of the city.

A 10-inch private sewer on Howard Avenue, between Third and Fourth Streets. Completed October 30, 1894; length, 538 feet; cost, \$217.48; John Miller, contractor.

An 8-inch private sewer on Chestnut Avenue, between Third and Fourth Streets. Completed July 27, 1894; length, 414 feet; cost, about \$200; John Miller, contractor.

Making a total of 32,332 feet of branch or lateral sewers built during the seven years from 1888 to 1894 inclusive. Costing, \$24,931.07.

Work of 1895-Intercepting Sewer.

In 1891 Peter Good, living 21/2 miles south of Altoona, obtained a judgment for \$5,000 damages against the city on account of the sewage polluting the streams and springs of his farm, and suits were brought by other property owners along the course of the same stream, so that it became imperative that the municipality should take measures to dispose of the sewage from the Fourth District in some way less objectionable to the people living below the city. After consulting several eminent engineers, it was decided by Council to construct an intercepting sewer to carry this sewage to a considerable distance and deposit it on sandy ground where it would be filtered and purified without injury to anyone. The place of deposit chosen was the Burns tract of land, a sandy flat, lying near Cresswell Station, on the Hollidaysburg branch railroad, three miles south of city limits. Bids were accordingly received for the construction of this sewer, and the contract awarded to Campbell & Dennis, of Joliet, Ill., September 17, 1895, they being the lowest bidders. The work is now in process of construction. The contract calls for 6,116 feet of 27-inch and 3,164 feet of 30-inch terra cotta pipe, and 5,900 feet of brick sewer, 331/4 x44 inches, laid and completed as per specifications, for the gross sum of \$41,427.54. When this is completed it is believed no further trouble will be experienced. The other sewers built in 1895 were of small dimensions, but the aggregate length was 30,075, and the cost \$18,551.38. We describe them as follows:

Terra Cotta Pipe Sewers Constructed in 1895,

An 8, 10 and 12-inch sewer on Fourth Avenue, between First and Tenth Streets. Completed July 9, 1895; length, 4,1791/2 feet; cost, \$2,396.60; McConehey & Bennett, contractors.

An 8, 10, 12 and 18-inch sewer on Third Alley, between First and Tenth Streets. Completed July 18, 1895; length, 3,939.4 feet; cost, \$2,428.40; McConehey & Beunett, contractors.

An 8 an 10-inch sewer on Third Avenue, between First and Kettle Streets. Completed July 27, 1895; length, 811 feet; cost, \$494.71; Isaac Bender, contractor.

A 10-inch sewer on Fourth Avenue, between First and Seventh Streets. Completed November 9, 1895; length, 2,551 feet; cost, \$1,249.99; Isaac Bender contractor.

An 8, 10, 12 and 15-inch sewer on Third Avenue, between First and Thirteenth Streets. Completed November 27, 1895, length, 5,21812 feet; cost, 2,866.44; Bowman Bros., contractors.

The above are all in the Second District.

A 10-inch sewer on Lexington Avenue, between Third and Fifth Streets. Completed October 29, 1895; length, 566 feet; cost, \$339.60; W. H. Smith, contractor; sublet to Isaac Bender.

Above in Third District and the following in the Fourth District:

An 8 and 10-inch sewer on Fourth Avenue, between Thirteenth and Fifteenth Streets. Completed April 25, 1895; length, 1,015 feet; cost, \$548.10; I. Bender, con-

An 8-inch sewer on Third Alley, between Thirteenth and Fourteenth Streets. Completed May 18, 1895; length, 550 feet; cost, \$231; I. Bender, contractor.

An 8 and 10-inch sewer in Fifth Alley, between Sixteenth and Nineteenth Streets. Completed August 8. 1895; length, 1,086 feet; cost, \$510.42; I. Bender, con-

An 8-inch sewer on Pine and Nineteenth Streets. Completed August 16, 1895; length, 416 feet; cost, \$257.92; I. Bender, contractor.

An 8 and 10-inch sewer on Third Avenue, between Nineteenth and Twenty-first Streets, and to and on Fourth Avenue. Completed October 3, 1895; length, 2,910 feet; cost. \$1,251.30; I. Bender, contractor.

An 8 and 10-inch sewer on West Chestnut Avenue, between Twenty-third and Twenty-fifth Streets. Completed October 16, 1895; length, 700 feet; cost, \$420; Wm. H. Herr, contractor.

An 8 and 10-inch sewer on Third Avenue, between Seventeenth and Nineteenth Streets. Completed October 21, 1895; length, 557 feet; cost, \$196.89; built by Lauver & Louden; private contract; their cost.

An 8 and 10-inch sewer on Third Avenue, between Twenty-first and Twenty-third Streets, &c. Completed November 7, 1895; length, 2,187 feet; cost, \$896.67;

Wm. H. Herr, contractor.

An 8-inch sewer on Fourth Alley, between Twentyty-third and Twenty-fourth streets. Completed November 22, 1895; length, 521 fect; cost, \$232.03; Wm. H. Herr, contractor.

An 8-inch sewer on Fourth Alley, between Nineteenth and Twentieth Streets, etc. Completed November 26, 1895; length, 4961/2 feet; cost, \$201.64; William H. Herr. contractor.

A 24-inch terra cotta pipe sewer, 2,152 feet long, and 36-inch brick culvert, 219 feet long; on Twenty-third Street, between Broad Avenue and Thirteenth Avenue. Completed December 2, 1895; total length, 2,371 feet; cost, \$4,029.67; Bowman Bros., contractors.

The sewer building of 1895 is summarized as follows:

13,781.4 feet of 8-inch terra cotta pipe laid. 11;093 feet of 10-inch terra cotta pipe laid. feet of 12-inch terra cotta pipe laid.

1,444.5 feet of 15-inch terra cotta pipe laid. 447.6 feet of 18-inch terra cotta pipe laid. 2,152 feet of 24-inch terra cotta pipe laid.

Making a total of 30,075 feet, at a cost of \$18,551.38.

General Summary of Sewers,

From the foregoing it will be observed that the sewer-building of Altoona has been principally at two periods, and that at this time (close of 1895) the greater part of the city is well provided with them. All have been substantially constructed, and are likely to last for many years. The capacity of the mains is ample for the wants of a city of double Altoona's present population, and only some lateral branches need be laid as the increasing population shall require. The sewers constructed prior to 1883 have a total length of 31,144 feet and cost \$109,937.21. The four large district sewers constructed between the years 1888 and 1894 aggregate in length 16,286.3 feet, and cost \$143,470.99. Three additions to these, in length 2,226 feet, cost \$11,331,50. The lateral branches laid during the latter period aggregate 32,332 feet in length, and cost \$24,931.07. The lateral branches laid in 1895 aggregate 30,075 feet, and cost \$18,551.38, and the intercepting sewer, carrying the sewage of the Fourth District 21/2 miles from the city. 12,016 feet will, when completed, have cost about \$45 .-000, making a grand total of 123,617 feet (2323 miles), costing \$353,222.95.

To this should be added \$2,376.91 paid by the city toward the cost of rebuilding the sewer along the line of Ninth Street, from Eighth to Eleventh Avenues. This work was done by the Pennsylvania Railroad, as it passed through their ground 820 feet.

The total cost was \$6,618,69, of which the city paid as above stated, \$2,376.91, and the company, \$4,241.78.

The cost of the earlier sewers was assessed in part on the properties benefitted, the city assuming the remainder, but the assessments were only partly collected and the city finally paid the greater part of it. More recent sewers have been assessed in full against property owners, and the lateral branches mostly paid for in that way, but after making assessments at a considerable cost for viewers, etc., for cost of the District Sewers, the assessments were set aside and they were paid for out of the proceeds of bonds issued and sold for that purpose; \$150,000 having been voted at a special election of the citizens, March 22, 1895, for an Improvement Loan of \$280,000; the \$150,000, mentioned above, having been specifically appropriated for the Fourth District Sewer.

x x schools, x x

N

O CITY in the State has made more ample provision for the education of her children than has Altoona, nor has any other so many

and such uniformly large and well appointed modern school buildings. In the infancy of the city, frame buildings were erected for schools as needed, but these were soon replaced with substantial brick ones and in 1891 the last frame school house was abaudoned and all brick buildings erected in every ward; some wards having three, so distributed as to best accommodate the children of the district. Not only is schooling free to the youth of the city, but since 1893, even the books and school supplies have been furnished all pupils at the public's cost.

The value of the school property of the city now is, \$476.235.

On page 13 will be found an engraving of the Fourth Ward school house, with the new High School building at it side on the avenue, which will give an idea of the size and beauty of the school buildings of Altoona, of which there are twelve, containing in the aggregate 140 school and recitation rooms. The schools are open 9 months in the year. There are now enrolled for the term 1895-6, 6,000 pupils, and 140 teachers are employed. There is also a City Superintendent of schools, who exercises constant personal supervision over all. The school buildings, with their names, number of rooms and location are as follows:

ADAMS—Sixth Ward—Corner Sixth Avenue and Twenty-fourth Street—11 rooms.

BRYANT—Third Ward—Corner Fourteenth Avenue and Thirteenth Street—11 rooms.

EMERSON—Fourth Ward—Corner Seventh Avenue and Fifteenth Street—14 rooms.

FRANKLIN—Sixth Ward—Corner Seventh Avenue and Twentieth Street—12 rooms.

IRVING—Seventh Ward—Lexington Avenue, between First and Second Streets—12 rooms.

 $\label{lem:condition} \begin{tabular}{ll} {\tt Jefferson-Eighth~Ward-Corner} & {\tt Fourth~Avenue} \\ {\tt and~Second~Street-11} & {\tt rooms.} \\ \end{tabular}$

Lincoln (the High School)—Fourth Ward—Seventh Avenue, between Fourteenth and Fifteenth Streets—13 rooms.

Madison-Eighth Ward-Corner Sixth Avenue and Seventh Street-10 rooms.

MILLER--Fifth Ward—Corner Margaret Avenue and Union and Broad Avenues—12 rooms.

PENN—Second Ward—Corner Sixth Avenue and Tenth Street—12 rooms.

Washington—Eighth Ward—Corner First Avenue and Fifth Street—11 rooms.

WEBSTER—First Ward—Corner Tenth Street and Lexington Avenue—8 rooms.

Salaries of teachers range from \$30 per month for primary to \$111 for principal of High School; the average being for males, \$73.40, and females \$42.23.

School privileges in the city schools are only accorded to children of residents within city limits, consequently there are a number of school houses in the adjacent suburbs. Juniata Borough has her own in a fine four roomed brick building, and the others, Millville, Fairview, Collinsville, Newburg, Oakton, East End, are provided for by the School Board of Logan Township. The term in the township is but 7 months.

In addition to the Public Schools of the city are the Parochial Schools of the four Roman Catholic Churches



Group of Teachers-Altoona Public Schools,

and the Protestant Episcopal Church. St. John's Church, Thirteenth Avenue and Thirteeuth Street, has a large Convent in which are schools for girls, taught by the Sisters, and on the opposite side of the avenue is a large three-story brick building for boys, also taught by the Sisters. About 600 pupils attend these schools. Value of school property, about \$35,000.

St. Mary's Church (German) on Fourteenth Street and Fifth Avenue has a very fine brick school building at the rear, on the corner of Fourth Avenue and Fourteenth Street, valued at \$40,000, buildings and grounds. And here between 400 to 500 children are taught by the Sisters.

St. Mark's Church, at Sixth Avenue and Fourth Street, has its parish schools in frame buildings at the corner of Sixth Avenue and Eleventh Street; about 200 children attend.

The Sacred Heart Church, Sixth Avenue between Twentieth and Twenty-first Streets, has a part of the building devoted to school purposes where 300 to 400 pupils are taught.

There are no colleges in Altoona except the Business and Commercial Schools which are sometimes called Commercial Colleges. Of these there are three, which teach short hand, typewriting and business methods. Anderson's, the most thorough and comprehensive, is located on the fourth floor of the Mateer building, Eleventh Avenue between Fourteenth and Fifteenth Streets. The Mountain City, G. G. Zeth, principal, is on third floor, corner of Eleventh Avenue and Thirteenth Street. W. F. Eisenberg's "Altoona Business College," at No. 1410 Eleventh Avenue, second floor.

In the Mateer building is also established the "Altoona Conservatory of Music," of which J. Mahlon Duganne is director.



Fifth Ward School Building, Union and Margaret Avenues,



Altoona Mechanics' Library.





HERE is no public library in Altoona, but the "Altoona Mechanics' Library," which is aided largely by the Pennsylvania Railroad Company, and free that no resident need complain of the

is so nearly free that no resident need complain of the lack of a public one.

This library is located in a wing of the Logan House which extends to Eleventh Avenue, between Twelfth and Thirteenth Streets, a very convenient and central part of the city; and in it is to be found all the standard literature of the day and new books are being added constantly as they are published. There are over 22,000

The Officers are:

G. W. Strattan, President.

Rev. Allan Sheldon Woodle, Vice President.

W. C. Leet, Secretary.

D. S. Keith, Treasurer.

Miss L. L. Snyder, Librarian.

Dr. C. B. Dudley, Chairman Book Committee.

The subjoined excerpt from the report of Secretary Leet, for the year ending December 31, 1895, exhibits the present condition of the library as well as the literary proclivities of Altoona's inhabitants,

The receipts for the year ending December 31, 1895, were \$4,022.27, and the expenditures \$3.527.17; leaving a balance of cash on hand of \$495.10.

The membership is made up as follows: Honorary 2, life 18, active 366, junior 89, shareholders 295, school children 123, free 11, making a total membership of 904.

Number of new books added during the past year, 1,700; while 100 worn out volumes were replaced, 11 were lost and paid for and 137 were repaired. The total number of books at the close of the year was 22,425.

Secretary Leet's report continues: It will no doubt be of eminent satisfaction to the stockholders and members of the Library Association in reading the foregoing report to know that you have had a fairly successful year.

In my report for the year ending December 31, 1894, I referred to the fact that there was quite a decrease in your membership, made up largely of juniors, stating that the loss was, no doubt, due to the business depression, through which we were then passing, and that the matter would probably adjust itself on the

return of better times. It is now very gratifying to state that, while there has been no gain in the number of junior members, there has been a very satisfactory gain in the number of active members and stockholders, there having been 33 active and 27 new stockholders added during the year.

The list of perodicals, consisting of 155 numbers, including religious, scientific, railroad and general, both monthly and weekly, were subscribed for for the year 1896; also, 14 daily papers.



High School Building, Seventh Avenue between Fourteenth and Fifteenth Streets. (Robinson & Crocket, Architects.)

volumes in the library now. Membership, entitling one to the use of the library and to take out books, costs but \$3 per year; apprentices, under the age of 21 years, \$1. This fee also includes admission to the literary entertainments and lectures, a number of which are provided every winter season by the management.

The library is open each week day, from 9 in the morning to 10 o'clock at night and on Sundays from 2 to 5 p. m.

The Altoona Title Co.

Are Prepared to furnish Abstracts of Titles, Mortgages, Judgments, and Mechanics' Liens on all Property in Blair County.

W. L. ADAMS.

-: Manufacturers' : Agent, :-

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JOHN CLINGERMAN,

Fire Insurance and Real Estate Agent,

C. M. SMITH.

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Delivered to Any Part of the City.

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ALTOONA. PA

WM. J. McFEELY, / White Hall Hotel

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SIXTEENTH ST. AND TWELFTH AVE.

WHITMORE & CO.,

→ Ladies,' Misses' and Children's Fine Shoes. ←

THE ONE GREAT STORE

THAT LEADS ALL OTHERS.

Experience of twenty-five years in Clothing and Furnishing Goods Business, has proved as usual, experience is the best teacher, and this is why we command such large trade. When you want the Newest Fabrics, Latest Styles and Lowest Prices on Men's, Boys' and Children's Clothing and Furnishing Goods, the place to purchase is at the

ECONOMY & CLOTHING & HOUSE,

1226 ELEVENTH AVENUE.

S. MARCH, Proprietor.

We Carry the Largest Line of

Blank Books and Staple Stationery

In the City, and Our Prices are Always the Lowest.

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TWO DOORS ABOVE POSTOFFICE.

ALTOONA, PA

GEORGE BECK,

DEALER IN ALL KINDS OF

∻Fresh, Salt and Smoked Meats,∻

TURKEYS and CHICKENS.

13th Street between 13th and 14th Avenues, also 6th Avenue and 21st Street.

☆ J. B. GLUNT, ☆

DEALER IN

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Fish, Oysters and Produce

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In order to give an idea of the number of books exchanged at the library, and the most popular books, the following will no doubt be of interest:

Beginning with December, 1894, the following number of books were drawn monthly, viz: December, 1894, 3,891; January, 1895, 3,861; February, 1895, 3,432; March, 1895, 3,986; April, 1895, 3,201; May, 1895, 3,060; June, 1895, 3,384; July, 1895, 3,868; August, 1895, 3,530; September, 1895, 3,091; October, 1895, 3,802; November, 1895, 4,131; December, 1895, 3,531.

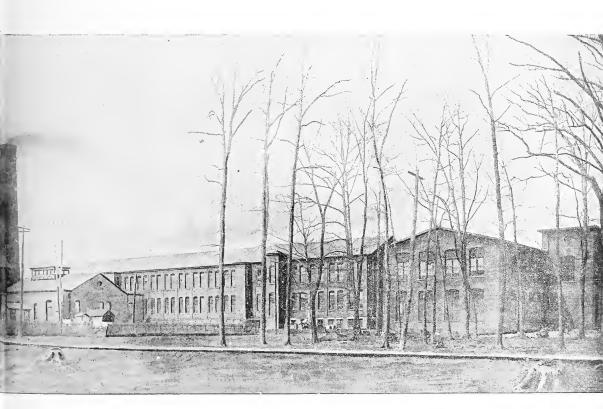
On Saturday, December 28, 1895, 343 books were drawn. The greatest number drawn by any one person during the year was 435, the next, following in order. 335, 216 and 208.

The following list of books were the most popular during the year, as shown by the number of times drawn: Haste and Waste, by Oliver Optic, 107 times; Trilby, by George DuMaurier, 100 times; Manxman, by Hall Caine, 99 times; Miss Lou, by E. P. Roe, 83 times; Heart of Gold, by L. T. Meade, 82 times; Vendetta, by Marie Corelli, 82 times; Ethelyn's Mistake, by Mary J. Holmes, 81 times; Jane Field, by Mary E. Wilkins, 80 times; House of the Wolf, by Stanley J. Weyman, 78 times; Ramona, by Helen Hunt Jackson, 64 times.

There are 123 school children who enjoy the privilege of the library through the courtesy extended to them by the Pennsylvania Railroad Company. These children represent an equal number of shares of stock held by the company. Two or three years ago there were 281 of these free memberships granted, but it was found necessary to reduce this number, owing to the fact that the membership had increased and more space for additional cases was required in order to accommodate new books.

The 14 daily papers referred to above are divided up as follows, viz: New York, 5; Philadelphia, 2; Pittsburg; 3; Chicago, 1; Altoona, 5.





Altoona Silk Mill-View from near Hollidaysburg Branch Railroad, Looking Northwest.

CHURCHES.



LTOONA is well provided with churches and a large proportion of the inhabitants are regular in attendance. The number of congregations,

city and suburbs, is 45 and there are 41 church edifices. The denominations are Lutheran, Roman Catholic, Methodist Episcopal, Presbyterian, Baptist, German Reformed, United Brethren, Protestant Episcopal, Church of God, United Presbyterian, Evangelical Association, German Baptist (Dunkard), Disciples of Christ, Hebrew Reformed and Orthodox Jewish.

Many of the church buildings are large and imposing structures and the greater part of them constructed of brick or stone. The Protestant churches generally have a parsonage building for the preacher and the Roman Catholic and Protestant Episcopal have parochial schools in addition to parsonage. Attached to the St. John's Roman Catholic Church is a convent of large size and beautiful architecture, with spacious grounds.

The aggregate value of church property is over one million dollars, as follows:

Evangelical Lutheran-7 churches-value of property\$	225,000
Roman Catholic-4 churches-value of property	360,000
Methodist Episcopal-10 churches-value of property	170,000
Presbyterian-5 churches-value of property	165,000
Baptist-4 churches-value of property	65,000
Reformed—2 churches—value of property	60,000
United Brethern-2 churches-value of property	40,000
Protestant Episcopal-1 church-value of property	70,000
Church of God-2 churches-value of property	20,000
United Presbyterian-1 church-value of property	8,000
Evangelical Association-1 church-value of property	4,000
German Baptist-1 church-value of property	6,000
Orthodox Jews-1 church-value of property	5,000

Total Value of Property\$1,198,000 The other congregations worship in leased rooms.

First Presbyterian Church,

This is one of the earlier church buildings erected in Altoona, having been built in 1855. It is brick and two stories in height and has no spire; seating capacity of audience room on second floor, 600; membership, 584. The congregation owns a lot on the corner of Twelfth Avenue and Fifteenth Street, on which is erected a commodious parsonage. The church property is valued at \$65,000. Rev. J. W. Bain is pastor. He was installed May 1, 1886.

Eleventh Avenue having become so great a business street as to be no longer a suitable place for a church building, steps have been taken to secure a new site for the erection of a new church, which will likely be built within the next two years, but the location is not

vet determined upon. This congregation was formed from members of the Hollidaysburg Presbyterian Church about 1841, and held services once a month in the old Union Church and schoolhouse on Sixteenth Street. As soon as Altoona was laid out and lots offered for sale they purchased two on the present corner of Twelfth Avenue and Thirteenth Street for \$100, their deed being the first made by Archibald Wright. They built a good-sized frame church building on one of these lots at a cost of about \$3,000, which was completed in the fall of 1851, and was the first church built in the new town. The pulpit was filled by supplies until November, 1854, when Rev. A. B. Clarke was called to the pastorate, which he held for nine years. The location was not satisfactory for some reason, and the lot on Eleventh Avenue was secured, and the present church building erected in 1854 and 1855. The first building and lots were sold to the Masonic Lodge for \$3,000, but, before they took possession, a fire destroyed the building. It occurred, as nearly as can be ascertained, on a Sunday morning in the autumn of 1855.

The First Lutheran Church.

This church is one of the earliest erected in the city and is situated on the southeast side of Eleventh Avenue, between Fourteenth and Fifteenth Streets, occupying Nos. 1409 and 1411. The building is brick, two stories high and with a seating capacity of 750 and a membership of nearly 1,000. The parsonage adjoins the church on the west. They have two full lots here and two lots on Twelfth Avenue and Fourteenth Street, where it is proposed to build a new church soon; after which the site and buildings on Eleventh Avenue will be disposed of. Value of the church property now is \$\$0,000.

The congregation was organized in 1834, and for the first four or five years held their meetings in a log school house which stood near where Fifth Avenue and Twentieth Street now intersect. In 1839 they helped build the old Union School House, where Sixteenth Street and Union Avenue meet; the congregation worshiped there until 1846, when they erected a church of their own at Collinsville and Rev. Henry Baker became their regular pastor. When Altoona began to assume the appearance of a town and the postoffice was brought here, they purchased the two lots now owned by them on Eleventh Avenue and erected a church and parsonage. The church was built in 1853 and dedicated the following year. In 1870 it was enlarged and improved at a cost of nearly \$12,000.

St. John's Roman Catholic Church,

This church is a two-story brick structure, situate on the southeast side of Thirteenth Avenue, between Thirteenth and Fourteenth Streets. Its tall twin spires reach nearly 200 feet above the pavement and are plainly discernable from nearly every part of the city. The audience room of this church will seat over 1,200 people. At the northwest of the church is the large four-story convent and girls' school, built substantially of brick, and at the southwest side is the pastoral residence, a tripple frame dwelling, while across the avenue and fronting on Thirteenth Street is the large three-story brick building used for a boys' school. The value of church property of this congregation, including convent and schools, is about \$200,000. The membership is about 4,000. Rev. Morgan M. Sheedy, Rector.



Rt. Rev. Bishop John Tuigg,

This congregation was organized in 1852, by Rev. John Walsh, then in charge of St. Mary's Church at Hollidaysburg; two lots were purchased and a small frame church building erected that year, but not dedicated until 1853. In 1854 Rev. John Tuigg was installed as pastor, and was the first priest to reside in Altoona. He was an energetic worker and built up a strong congregation; purchased more ground, built an addition to the first church, and in 1871 began the erection

of the present church buildings, which were completed in 1875 and dedicated June 24, 1875. Father Tuigg served as rector until 1876, and soon after was made Bishop of the Diocese, with residence at Pittsburg. He died December 7, 1889, and was brought to Altoona for burial; the services being held in the church he built.

The First Methodist Episcopal Church.

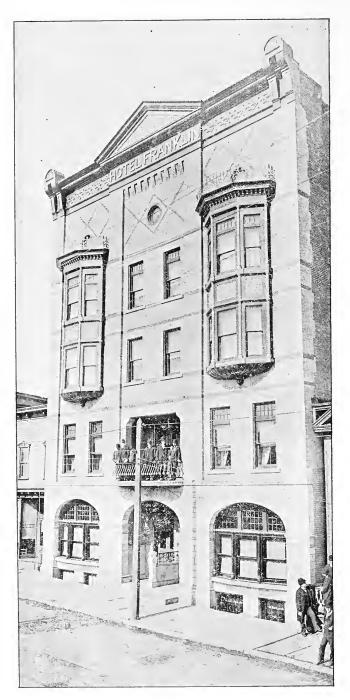
This building is a two-story brick, standing on the north corner of Twelfth Avenue and Thirteenth Street. The parsonage is a frame building at its side to the east. There is also a dwelling house to the rear of the church on same lot and belonging to the congregation. The church has the usual arrangement, of lecture or Sunday school room and class rooms on the first floor, and audience room on the second floor. Seating capacity of the latter, 600; membership, 660; value of church property, about \$50,000. Rev. Martin L. Ganoe is pastor.

This is one of the oldest churches in the city, having been built in 1853-4, and from it, as children or grand-children, have sprung eight other congregations, each with a church of their own. This congregation was organized in 1851, with a membership of 37. Meetings were held in the Union school house, and a minister from Birmingham, Rev. George Guyer, preached for them occasionally. In March, 1853, Altoona was made a pastoral charge, and Rev. John H. Ryland stationed here. Ground was secured and the erection of a suitable house of worship begun. The church edifice was rebuilt in 1871. The need of a larger church has been apparent for some time, and steps will be taken soon to erect one of stone, which will cost \$100,000 or more.

First Baptist Church.

This church is a two-story brick, standing on the corner of Eleventh Avenue and Fifteeenth Street where it was erected in 1871. It has a scating capacity of 500 in the audience room and 400 in the lecture room on first floor. A good parsonage stands on the same lot at the rear of the church, No. 1108 Fifteenth Street. The value of the church property, including the Sixth Ward Mission building, is \$50,000. Membership, over 560; Rev. L. B. Plumer, Pastor.

This congregation was organized in May, 1842, as the Pleasant Valley Baptist Church, in the old Unionchurch and school house on Sixteenth Street, with 17 members. They had no church of their own until 1853, at which time they secured a lot adjoining their present site, on the east, and erected a small one-story brick, which was used until the erection of the present building on the corner. This first church building was afterwards owned by the St. John's Catholic congregation, and for a while used as a reading room; later as a store and auction house, until 1886, when it was torn down and the ground is now covered by the Woodcock Building, W. L. Woodcock having purchased it.



Hotel Franklin, Seventeenth Street and Ninth Avenue, F. P. Molloy, Proprietor,

RATES.... \$1,50 to \$2.00 PER DAY. ➤



Hotel Franklin

F. P. MOLLOY, Proprietor.

Seventeenth St. and Ninth Ave.

Steam Heat and Elevator,

Cars to all Parts of the City Pass the Door

Every Four Minutes.



HIS HOTEL is the most modern and upto-date public house in the city. It is four stories in height and a basement, and issolidly constructed of brick and stone, the front being of cut stone. There are seventyfive rooms in the house, and a passenger elevator. The office, hall-way and reading room occupy the entire front of fifty feet, and together form one elegant room with three divisions, most artistically finished in red oak and with tile floor. The dining room is 22x55 feet, also finished in red oak, and will comfortably seat 100 guests. The kitchen is situated in an annex, thus preventing any of the fumes of cooking from penetrating other parts. of the house. The bar room is one of the finest in the city, is 16x40 feet in dimensions, and has a gentlemen's sitting room at the rear 16x20 feet in size. The building was erected in 1893-4 and was opened for the reception of guests April 1, 1894.

St. Luke's Protestant Episcopal Church.

This is a stone edifice two stories in height, but having only one floor. It is located on the north corner of Thirteenth Street and Eighth Avenue, with rectory and parish school buildings at its side on Thirteenth Street, between Eighth and Ninth Avenues. The seating capacity of the church is 600, and the membership 275 families; 715 baptized persons. Value of church property about \$70,000. Rev. Allan Sheldon Woodle, the present pastor, is now entering on his twentieth year of continuous service in this church.

This congregation was organized in the earlier years of the borough of Altoona, and they erected a stone church, very much smaller than this but of somewhat similar style, on the same site now occupied. It was razed to the ground to make room for this building in 1881, and the present building constructed soon after; the corner stone being laid Saturday, September 3, 1881, and the building completed January 15, 1882. The rectory and adjoining schoolhouse were erected in 1858 by the first rector of the parish, Rev. Robert W. Oliver, D. D., through gifts of Geueral S. Watts DePeyster, of New York, as a memorial of his daughter, Maria L. DePeyster. General DePeyster also assisted largely in the erection of the adjoining and first church building.

Christ's Reformed Church,

This is a fine two-story stone building on the south corner of Twelfth Avenue and Fifteenth Street, with the parsonage at the west side of the church. Seating capacity of audience room on second floor, 450; membership, 565; value of property, \$40,000; Rev. J. F. Moyer, pastor. The congregation was organized January, 1863, as a mission under the care of the Westmoreland Classis of the German Reformed Church in the United States, but in November of the same year it was received into the Mercersburg Classis, with which it is still connected. The first pastor was Rev. Cyrus Cort who began his work here January 1, 1863. Missionary support was continued until 1872, since which time the church has not only been self-supporting but has returned in benevolent contributions much more than it had received prior to that time. The church building was erected in 1864 to 1868, excepting the spire, which was not completed until 1873.

The First United Brethren Church,

This is a two story frame building situated on the east corner of Eighth Avenue and Twelfth Street, with parsonage at the rear on same lot and fronting on the street. Value of church property, \$25.000; seating capacity of audience room on second floor, 475; membership, 460; Rev. A. L. Funk; pastor. The congregation was organized in 1854, and Rev. D. Speck was the first resident pastor in 1856, during which year the church was erected. In 1870 improvements were made to the amount of \$3,000, and again in 1877 to the amount of \$5,000.

Trinity Reformed Church

Is a new, two-story brick building on the south corner of Seventh Avenue and Eighth Street, with parsonage at the rear, fronting on the street. Seating capacity of audience room, 450; membership, 300; value of church property, about \$20,000; Rev. Lewis Robb, Pastor. The congregation was organized December 21, 1888, and the church erected—corner stone laid July, 1890, and completed and dedicated December 17, 1895. Rev. Lloyd Coblentz was the first pastor.



Rev. Lewis Robb, Pastor Trinity Reformed Church

Although these two Reformed churches are of German orgin and connection, the English language is the one used in the pulpit here, and not a fourth of the congregation would understand it if German were spoken.

The Second Presbyterian Church.

This church is situated on the southeast side of Eighth Avenue, between Thirteenth and Fourteenth Streets. It is a one-story brick building, with a two-story stone chapel at the rear. The buildings are large and fine, and the audience room, with the galleries, will seat about 1.200 people, and each floor of the chapel seats about 500. The membership is now 731. The parsonage is situated at 1430 Sixth Avenue. Value of church property, \$80,000. Rev. H. H. Stiles, pastor.

The congregation is a offshoot from the First Church, and was organized June 21, 1869, with 47 members. The first public services were held in Bell's Hall, on Twelfth Street and Seventh Avenue, July 11, 1869, by Rev. C. L. Kitchell. The church site was purchased in 1870 for \$4,500, and the chapel, begun soon after, was completed in the spring of 1871; services being held there and the building dedicated by Rev. David Hall, of

Mansfield, O., April, 1871. The church building proper was begun in August, 1875, and completed so that the first services were held December 17, 1876, Rev. George P. Hays, D. D., preaching the first sermon.

The Second Methodist Episcopal Church.

This church stands on the east corner of Eighth Avenue and Thirteenth Street, and is a two-story brick, having a seating capacity in the audience room of 700. The parsonage is No. 1422 Sixth Avenue, near Fifteenth Street, as the church building occupies nearly all the ground, owned by the society at that place. The church property is valued at \$35,000 to \$40,000. The present membership is 940. Rev. J. Ellis Bell, pastor.

This congregation was organized in 1867 from members of the First Church, after a great revival had swelled their number too great for the capacity of the This congregation was formed of members from the First church in 1871, the parent church having become over-crowded and the large membership residing on the East side requiring a more convenient place of worship.

Services were held in Bell's Hall, corner of Seventh Avenue and Twelfth Street, for the first three years, during which time ground was secured and a building erected. Rev. George Scholl was the first pastor, 1871 to 1874. The new church was so far completed on February 22, 1874, that services were held for the first time in the basement or lecture room. The audience room on the second floor was completed later and a parsonage built. In 1895 extensive improvements were made at a cost of \$10,000, an extension being built at the rear and side, adding greatly to the seating capacity.

The church and spire, although the latter is not as high as many others, is a prominent object when the



Residence of Mrs. S. E. Burns, Sixteenth Street and Twelfth Avenue. (Beezer Bros., Architects.)

mother church. The building was erected the same year. Rev. Jesse Bowman Young, who has attained great popularity and a national reputation as a gifted pulpit orator, was pastor of this church in 1881.

Second Lutheran Church,

This church building is a large and fine brick one, two stories in height, situated on the northwest side of Seventh Avenue, between Eleventh and Twelfth Streets, occupying Nos. 1108 and 1110. Its seating capacity of audience room is about 1,000; the membership, 700. The parsonage at the side of the church is No. 1112 Seventh Avenue. Value of church property, about \$60,000; Rev. J. F. Hartman, pastor, since January 1, 1888.

city is viewed from an eminence on either side of the railroad.

St. Mary's Roman Catholic Church.

This is a two-story brick building on the south corner of Fifth Avenue and Fourteenth Street, with pastor's residence, a new brick dwelling at the west side, adjoining. At the rear of the church building, and standing on the west corner of Fourth Avenue and Fourteenth Street, is the parochial school building, an imposing brick structure rendered more striking by its situation on the high ground. On Fourth Avenue, a short distance west of the school house, is the residence of the nuns who teach the children in attendance at the schools.

The value of the property of this congregation is about \$75,000 to \$80,000. The membership is over 2,000. Rev. D. Zwickert, rector.

This church was organized in 1860 from the German-speaking Catholics who had, prior to that time, worshiped at St. John's Church. German is the language of this congregation. Father Charles Schuller was the first resident priest. The corner stone of this church was laid in 1860, but the building was not fully completed until 1874, although sufficiently so to be used for worship since 1861.

St. James German Evangelical Lutheran Church.

This is one of the large churches of the city, having been recently rebuilt; it is a two-story brick, standing on the south corner of Eighth Avenue and Fourteenth Street; a parsonage stands at the west side of the church. Seating capacity of the audience room, 750; membership,

at the rear and facing the street. Seating capacity, (folding chairs) 900; membership, 400; value of churc's property, \$40,000; Rev. G. T. Gray, pastor.

Church of God.

This church is a two-story brick-cased building on the south corner of Fifth Avenue and Thirteenth Street, and the parsonage occupies the rear part of the same lot, fronting on Thirteenth Street. Seating capacity of audience room, 500; membership, 165; value of church property, \$15,000 to \$18,000; Rev.W. J. Grissinger, pastor.

This congregation was organized early in 1863 by Elder Jacob Boyer who was in charge of the Martinsburg Circuit. A building was erected and partially completed the same year. It was used as a house of worship in its incomplete state until 1876, when it was enlarged and finished, and two years later the parsonage was built.



Residence of F. P. Confer, Sixteenth Street, corner Sixteenth Avenue. (Beezer Bros. Architects.)

600; value of church property, \$50,000 to \$60,000; Rev. J. Mueller, Pastor. The congregation was organized in 1860, and the first church building erected on this site in 1862. Rev. J. H. Schmidt was the first pastor. The church services are conducted in the German language.

Chestnut Avenue M. E. Church.

This church is also an outgrowth of the First. The congregation was organized in 1872 and the church erected in 1874, but the audience room on second floor was not completed until 1882. The building is a two-story brick situated on the south corner of Chestnut Avenue and Tenth Street, with parsonage on same lot

Fourth Evangelical Lutheran Church.

This is a two-story brick on the north corner of Howard-Avenue and Second Street, with parsonage at the rear on Second Street. Seating capacity of audience room, 450; membership, 200; value of church property, \$25,000; Rev. D. S. Lentz, Pastor.

This congregation was organized in 1881, and built a small frame church on Second Street, between Howard and Walnut Avenues, where they worshiped until the present structure was so far completed as to have services in the basement or lecture room. Rev. D. R. P. Barry was pastor for a number of years and deserves a large part of the credit for erecting this building. He

was designer, architect and builder, with the assistance of his congregation, and the fine brick church is a monument to his zeal and industry.

Brethren or German Baptist.

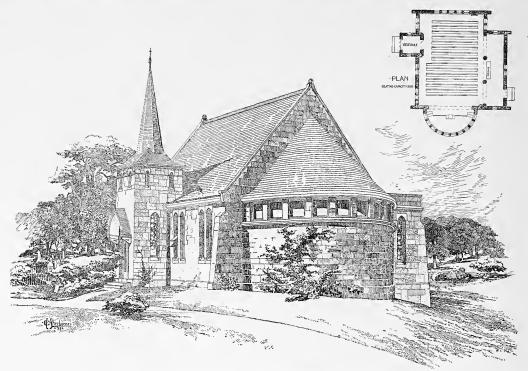
This is a one-story frame situated on the east corner of Sixth Avenue and Fifth Street. Seating capacity, 350; membership, 150; value of church property, \$6,000; Rev. J. W. Wilt, Pastor.

The congregation was formed in 1869 and worshiped for several years in a small building on Eighth Avenue, between Twenty-first and Twenty-second Streets, but in

African M. E. Church,

This is a frame building on the south corner of Sixteenth Street and Union Avenue, near Eleventh Avenue. Seating capacity, 200; membership, 50; value of church property, \$5,000; Rev. Joseph P. Stephens, Pastor.

This church is the old Union church and school house, erected here in 1838, long before Altoona had been thought of, and when the region was very sparsely inhabited. It was on the public road leading from Collinsville to Ebensburg, in Cambria County. The present congregation was organized in 1858, and secured this building, then used as a dwelling, and repaired it to its present comfortable condition in 1879.



Proposed Memorial Chapel, Fairview Cemetery. (Robinson & Crocket, Architects.)

1874 they bought the present church building which had been built as a mission chapel by the Second Methodist congregation and afterward used as a dwelling. It was remodeled and has since been occupied by the Brethren. This religious denomination has some peculiar characteristics, and its members are sometimes called Tunkers or Dunkards by the outside world. They do not maintain a salaried pastor, but their ministers are self-supporting. Immersion is the only form of baptism recognized by them. The men do not shave their beards; the woman have a peculiar dress, devoid of ornamentation; they practice the washing of feet; do not bear arms nor go to law with each other, nor anyone, if avoidable.

Mt. Zion Second Baptist Church (Colored.)

This is a frame building on Fifth Avenue and Twenty-second Street; one-story in height, with a seating capacity of 300; value of church property, \$3,000; membership, 50.

The congregation was first organized in 1873, under the auspices of the First church. They worshiped in a building on Eighth Avenue, between Twenty-first and Twenty-second Streets for a while, and in 1876 built a two-story frame building on Bridge Street, between Tenth and Eleventh Avenues, on leased ground, where they remained until about 1890, when the present church building was erected.

Simpson Methodist Episcopal Church.

This is a one-story brick building situated on the corner of Sixth Avenue and Twenty-third Street, with parsonage at 2212 Sixth Avenue. Seating capacity of church, 550; membership, 370; value of church property, \$12,000. Rev. George M. Hoke, pastor.

This congregation was organized in March, 1881, and was the outgrowth of a mission Sunday School started by the Eighth Avenue congregation in 1872. A chapel was erected on the west corner of Eighth Avenue and Twenty-fourth Street, for the Sunday School, and here, after the organization of the congregation, services were held until the erection of the present structure in 1887.

St. Paul's Evangelical Lutheran Church.

A single-story frame building on the corner of West Chestnut Avenue and Thirtieth Street. Seating capacity, 400; membership, 130; value of church property, \$5,000; Rev. E. J. Metzler, Pastor since February 1, 1889; residence 3007 Broad Avenue.

The congregation was organized in 1881, and the church built in 1882; Rev. J. J. Kerr, was the first pastor. Rev. P. G. Bell, now of the Gazette Company, was pastor for thee years.

Memorial Baptist Church.

A one-story frame building on the south corner of Fifth Avenue and Sixth Street. Seating capacity, 300; membership, 162; value of church property, \$4,000; Rev. W. Moncure Jennings, pastor; residence, 1219 Fifth Avenue.

This was originally a mission chapel of the First Baptist congregation, but in October 9, 1889, a congregation was regularly organized, and George W. Downing became the first regular pastor.

Second United Brethren Church,

This is a two-story brick church situated on Fifth Avenue, between Second and Third Streets, with a seating capacity of 600. Value of the building, \$12,000.

This congregation was organized and the building erected in 1888. Rev. H. A. Buffington, was first pastor. The present membership is 285. The present pastor is Rev. S. S. Hough, 601 Sixth Avenue.

Walnut Avenue Methodist Episcopal Church.

This is an attractive frame church building, one story in height, situated on the north corner of Walnut Avenue and Third Street; no parsonage attached; seating capacity, 350; value of building and lot, \$5,000; Rev. C. L. Benscoter, pastor; resides at 326 Howard Avenue.

This church is the outgrowth of a Sunday school, organized by William L. Woodcock, Esq., in the summer of 1889, and for some time taught by him in his

own building, 315 Lexington avenue. The growth of the school necessitated larger quarters, and the parents of the children being thus brought into closer contact with religious teaching, were induced to form a congregation. The organization was completed in 1890; the church erected and dedicated October 11, 1892, largely through the contributions of Mr. Woodcock, whose interest in its success never abated, and who has been Superintendent of the Sunday school since its inception. Rev. Luther F. Smith was the first pastor.

This church, along with the Juniata and Fairview churches, constitutes the North Altoona circuit, and all these are in charge of one pastor, Rev. C. L. Benscoter.



Rev. J. W. Bain, Pastor First Presbyterian Church.

The Fairview and Juniata churches are both frame buildings, one story in height, and seating 250 to 300 persons each. Total membership of the three charges, 400.

Broad Avenue Presbyterian Church.

This is a fine new stone church just being completed on the corner of Broad Avenue and Twenty-fourth Street. Seating capacity of auditorium will be 450, and lecture room 300; membership is 125; value of lot and church building, \$35,000. Rev. Howard H. Campbell is pastor, with residence at 2522 Broad Avenue. The congregation was organized September, 1892, and held services for aboot two years in a small frame building on the rear of the lot where the church is now erected.

Juniata Presbyterian Church.

This is a neat frame building on the south corner of Seventh Avenue and John Street, Juniata. Has no parsonage attached. Value of property, \$5,000; membership 100; seating capacity 400. Rev. Emil Lewey, the present pastor, was the first one installed. The congregation was organized July 22, 1892, and the church completed in November, 1893.

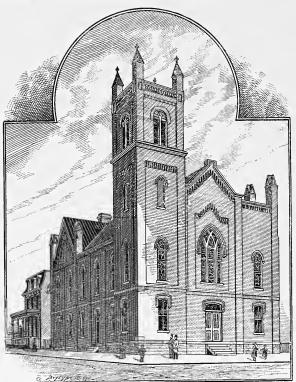
Orthodox Jewish Synagogue.

This is a one-story frame building on the east side of Seventeenth Street, between Thirteenth and Fourteenth Avenues. Seating capacity, 350; membership, 35: value of church property, \$5,000; Rev. S. Horwitz, rabbi

The congregation was organized in 1892, and the synagogue erected in 1893.

Bethany Evangelical Lutheran Church.

A one-story frame building on the west corner of Third Avenue and Second Street. Seating capacity,



Fourth Lutheran Church, Corner Howard Avenue and Third Street

425; membership, 185; value of church property, \$5,000. Rev. Howard M. Heilman, pastor—resides at 200 Fifth Avenue. The congregation was organized in June, 1893, and the church building erected in the autumn of the same year.

St. Mark's Roman Catholic Church.

This is a comparatively new building, and is located on the west corner of Fourth Street and Sixth Avenue. It is two stories in height, but with only one floor. Pastoral residence at the rear, facing Sixth Avenue; seating capacity, 1,000; value of church property, \$50,000; membership, 1,800; Rev. N. J. O'Reilly, rector. The congregation was organized in 1890, and the church erected in 1891; dedicated 1892.

Sacred Heart Roman Catholic Church.

This is a brick building, two stories high, on the southeast side of Sixth Avenue between Twentieth and Twenty-first Streets. Pastoral residence 2001 Sixth Avenue. Seating capacity of audience room, 700; value of church property, \$40,000. Parochial school occupies. part of the building. Membership 1,500. Rev. Thomas P. Smith, rector. The congregation was organized in 1890 and the church erected in 1891.

Emanuel Church Evangelical Association

This is a frame building on the east corner of Fifth Street and Fifth Avenue, one story in height; seating capacity, 250 to 300; membership, 76; value of church property, \$3,300 (parsonage \$2,100); parsonage in rear of church; Rev. A. H. Wendt, pastor.

This is a German congregation, and services are in that tongue. It was organized in 1884, and the church erected in 1887.

Other Congregations-No Church Buildings.

Disciples of Christ. Congregation organized 1895; about 20 members; Rev. Aloinz Brunner, pastor; worship in Earlenbaugh's Hall, corner of Fourth Street and Lexington Avenue. Disorganized and almost disbanded.

First United Presbyterian Church.

This is a one-story brick building on the north corner of Howard Avenue and Fourth Street, and the parsonage is at 407 Howard Avenue. Seating capacity of church, 250; value of church and parsonage, \$8,000. Rev. R. A. Hutchison, pastor. The congregation was organized September 12, 1891, and the church dedicated July 2, 1893. Rev. R. A. Hutchison was the first pastor.

Fifth Avenue Methodist Episcopal Church.

A one-story frame building situated on the south corner of Fifth Avenue and Fourth Street, with parsonage at its side on the avenue, between Fourth and Fifth Streets. Seating capacity of church, 500; membership, 400; value of church property, \$8,000; Rev. Samuel W. Sears, pastor.

The first move toward the organization of this congregation was in February 1885, when C. H. Brown, J. N. Tillard, J. B. Bowles, T. D. Hughes and a few others, members of the Eighth Avenue Methodist Church, met at the home of C. H. Brown to consider the matter of organizing a Methodist Sunday School in the east end of the city. A school was started, and soon after the movement for a church took definite shape. A lot was purchased on the corner of Third Avenue and Second Street and a charter procured for a church, to be called the Third Avenue Methodist Episcopal Church.

This location was not satisfactory and soon after-

wards the lot was sold and the present one procured, and the charter amended, September 1886, to "Fifth Avenue Methodist Episcopal Church." A frame building 30x40 feet was erected and dedicated October, 1886.

In June of 1887 Rev. J. B. Stein was appointed assistant to Samuel Creighton, pastor of the Eighth Avenue Church, and he became the first pastor of this congregation, it still remaining a dependency of the Eighth Avenue charge. In the autumn of that year an addition was built to the first structure, bringing it up to its present size, and the new building was re-dedicated February, 1888.

In March 1888 this congregation was made a separate charge, with Rev. J. B. Stein pastor.

Third Presbyterian Church.

This is a frame building situated on the corner of Fifth Avenue and Second Street. Has no parsonage building. Seating capacity, 500; membership, 300; value of church property, \$7,000. Rev. J. E. Irvine, pastor. The congregation was organized in January, 1889, and J. E. Irvine was the first pastor. Residence, 610 Sixth Avenue.

Epworth Memorial M. E. Church.

This is a one-story frame building on the corner of Broad Avenue and Twenty-ninth Street, and was dedicated August 11, 1895. Seating capacity, 300; value of building and ground, \$3,000; membership, including probationers, 70; Rev. W. Hirst Reed, pastor. The congregation was formed in February, 1895, and held meetings in a leased room until the erection of the church. Rev. Samuel Lower preached for the first few months. It was expected that the Epworth Leagues of Central Pennsylvania would contribute liberally to the erection of this church, hence the name; but they have signally failed in this, and the congregation are paying for it themselves.

First Brethren or Progressive Dunkard Church.

Organized in 1894; 55 members; worship in a leased building corner West Chestnut Avenue and Thirtieth Street; Rev. W. L. Spanogle, of Roaring Spring, pastor.

First Church of Christ,

Organized in 1894; 40 members; Rev. E. Lee Perry, pastor; worship at 719 Chestnut Avenue in leased building.

Gospel Home.

A branch of the Baptist denomination and Christian science believers. Rev. F. H. Senft, pastor. Meetings at the home, 1428 Eighth Avenue, every Sunday; also week day meetings.

Grace Evangelical Lutheran Church.

Just organized, January, 1896, from members formerly of the First Church principally. Services are held regularly in the Hare building, Chestnut Avenue, between Ninth and Tenth Streets. No pastor has yet

been called, but Rev. Fiery has been preaching. A church will be erected by this congregation at an early date in the First Ward, but the precise location has not been definitely decided upon; 150 members now.

Salvation Army.

This organization holds services in a leased second story room on north corner of Eleventh Avenue and Ninth Street; also on the streets Sunday afternoons; 25 regular members. James Ruge, captain. The organization flourished quite strongly in Altoona about the years 1885 and 1886, then interest died out and there were no officers nor public services here for several years The present contingent located here in November, 1893

Union Chapel.

Union Chapel is a small frame building in Fairview, about Twenty-fourth Avenue and Clinton Street, erected in 1893 or 1894 and used for a Sunday School by some Protestant families.

P. R. R. Young Men's Christian Association.

This organization is a member of the Young Men's Christian Association of America, though at first organized as an independent society. All the members are employes of the Pennsylvania Railroad Company and are members of one of the Evangelical churches of the city. The Association occupies a suite of rooms on the second floor of No. 1300 Eleventh Avenue, where they have been since their first organization. These rooms consist of a reading room, a conversation room and assembly room. The reading room contains a library of about 1,000 volumes and a large number of periodicals, beside the daily papers. Religious services are held every Sunday afternoon and on several evenings during the week. The Sunday afternoon meetings are frequently held in one of the churches and cottage prayer meetings are held at the homes of some of the railroad men two evenings each week.

A General Secretary is employed, Mr. H. J. Aukerman. who devotes his entire time to the religious and charitable work of the Association, holding meetings, visiting the sick and injured, etc. The Association was formed February 24, 1876, as a Railroad Men's Christian Association, but in 1877 became a member of the general body of the Young Men's Christian Association. The Pennsylvania Railroad Company contributes liberally to the support of this organization, and are about to provide larger and better quarters, which will include bath rooms, gymnasium, etc., and are likely to be located on the opposite corner of the avenue in part of the Logan House yard.

First Young Men's Christian Association.

As early as 1863 or 1864 a Young Men's Christian Association was formed in Altoona, the membership not being confined to railroad employes. This Association occupied rooms over the Mechanics', now the Fidelity,

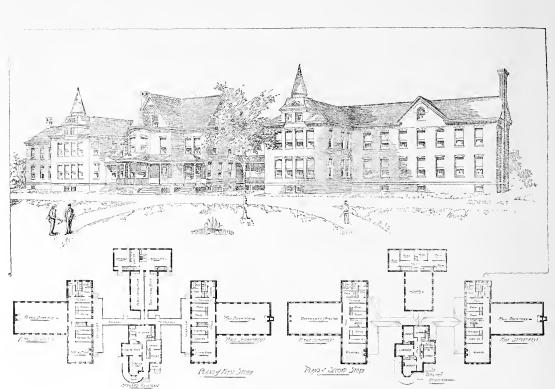
Bank, from 1870 to 1874, when they changed to Twelfth Street between Tenth and Eleventh Avenues, (over Hurd's book store) remaining here for three years. The organization of the Railroad Men's Christian Association in 1876 took away the greater part of their active members, and for several years the business meetings were held at the residence of a member in order to avoid expense, but about 1882 the Association recovering from the loss sustained by the withdrawal of the railroad men, secured and fitted up a nice suite of rooms in a building on Twelfth Street between Eighth and Ninth Avenues, and employed Mr. W. P. Gregory as General Secretary. In 1887, on the completion of the Woodcock Arcade, they removed to it and had a suite of four rooms-parlor, reading room, conversation room and chapel, and J. R. King became General Secretary; but the expense of maintaining this and the General Secretary proved too great for the members to bear; the association got into debt, some of the members withdrew, the

furniture was taken for the rent due. Mr. King, after a vain effort to keep it alive, gave up the task and went away from town, and the Association practically disbanded.

Ministerial Association.

This is an organization composed of the pastors of the Protestant churches of the city who hold regular meetings each Monday morning at 10:30 in the assembly room of the Pennsylvania Railroad Young Men's Christian Association, for the discussion of matters which interest all in common; one great object being to cultivate harmony and friendly feeling between the different denominations, and secure united action in advancing the cause of Christianity and good morals in the community. This Association was formed in 1885 or 1886, and includes among its membership the greater part of the ministers in the city. Rev. M. L. Ganoe is president this year.





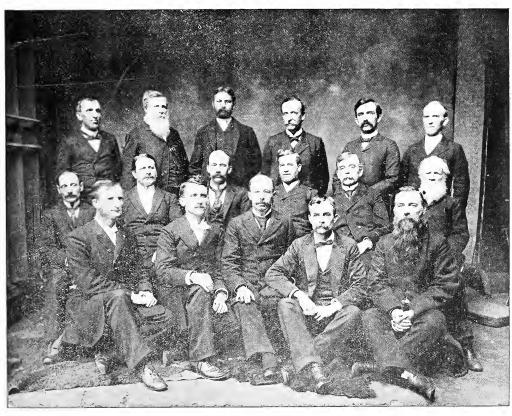
Blair County Almshouse, Near Hollidaysburg. (Robinson and Crocket, Architects).

% % CEMETERIES. % %

HERE are five cometeries within the limits of the city, and two very fine and large ones have recently been laid out a considerable distance beyond, since it has become apparent that Altoona will soon cover all the ground near by.

Fairview is the oldest of all these, having been laid out about the year 1857. Its location is on Willow Avenue, between Ninth and Fifth Streets, and it extends back to the present city line at Eighteenth Avenue, containing over twenty acres, lying most beautifully for the purpose. It was some distance out of town at that date, but is now surrounded on all sides with dwellings, and in a few years more the question of its removal will doubtless be considered. It is owned by an incorporated association, but the stockholders receive no profits or

dividends, all revenue derived from sale of lots is devoted to improvements. It is used exclusively by the Protestant denominations, and no colored persons are interred there. It contains a fine soldiers' monument, erected in 1867, to the soldiers of Altoona and Logan Township who fell in the late War of the Rebellion. There are four fine vaults in this cemetery, and many large and beautiful monuments. It is ornamented with many shade trees, and the walks and driveways are now being covered with finely-broken stone. The officers of this cemetety are A. Claybaugh, Secretary, with office on the corner of Eighth Avenue and Twelfth Street, and Robert Cox, Sexton, with residence—the property of the Association—opposite the entrance at Willow Avenue. near Eighth street.



Ministerial Association.



Masonic Temple, cor. Eleventh Street and Twelfth Avenue.

St. John's Cemetery, belonging to St. John's Roman Catholic Church, is finely located on the summit of Prospect Hill, Twelfth Street and First Avenue. In extent it is not so large as Fairview, but it is now nearly filled with graves, and is not likely to be used for supulture much longer. The grounds here were purchased and laid out for a cemetery in 1858. There is one vault and a number of fine monuments and headstones. John O'Neil, secretary, Joseph Ryan is sexton.

St. Mary's Catholic Cemetery lies on the southeast side of St. John's, and is of about the same general character, and is the property of St. Mary's German Catholic Church. It was laid out in 1879. Both these cemeteries command a fine view of Pleasant Valley.

Oak Ridge Cemetery. This cemetery is the outgrowth of the conviction of many members of the Protestant churches on the East Side that they ought to have a cemetery on that side of the railroad. The ground was purchased from G. T. Bell in 1878, and consists of plot of nine acres lying beyond First Avenue and between Ninth and Twelfth Streets. The location is an eligible one, with an extensive view of Pleasant Valley and Brush Mountain beyond to the southeast. All receipts from the sale of lots are devoted to improvements, and the appearance of the cemetery is neat and tasty, many of the walks being of finely-broken stone, and the monuments and headstones of original and pleasing design. A new receiving vault was erected in 1895. H. B. Kendig is Secretary, and Thomas Stewart, Sexton.

The Hebrew Cemeteries, two in number, are small in-

closures, lying side by side, near the Dry Gap Road, about one mile northwest of the city line. They are reached by going out Washington Avenue from Fourteenth Avenue. They do not exhibit much evidence of care, and contain no large monuments.

Eastern Light Cemetery. This is located at Tenth Street and First Avenue, adjoining Oak Ridge on the northwest. It is a small plot, and devoid of ornamentation. It is used exclusively by the colored people of the city without regard to denomination.

New Calvary is a new cemetery, owned by the Roman Catholic congregations of the city. It consists of a tract of nearly one hundred acres, lying south of Pleasant Valley Road and between Collinsville and Old Allegheny Furnace. It has not yet been fully plotted, but will eventually take the place of the other two Catholic cemeteries as a place of burial, as they are small and pretty well filled up. John O'Neil, secretary; Joseph Ryan, sexton.

Greenwood Cemetery is a new one, laid out in 1894 and 1895 by a number of enterprising business men. It is expected to return some revenue to stockholders, and, from its beautiful location and ample extent--nearly forty acres-it will doubtless prove a favorite place of interment with many, and especially with those who are not prescribed by denominational limitations. It is situated about one mile east of the eastern limits of the Eighth Ward and nearly south of Juniata Borough. It is also in the vicinity of the old Pottsgrove Mill and settlement. It is reached by a carriage road continuing beyond Sixth Avenue and First Street, and the Logan Valley Electric Railway will soon build a line there. They already run within half a-mile of it. When this is done it will be very easy of access. A costly monument will be erected ere long by the Grand Army of the Republic. J. D. Bloomhart is secretary.



One of Beezer Bros.' Cottages, Llyswen, on A. & L. V. R. R.



Residence of John T. Fluke, Twelfth Avenue corner Ninetecnth Street.

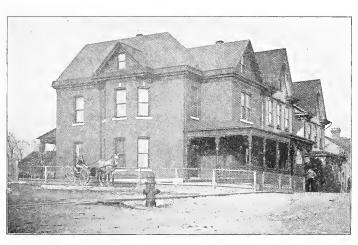
Previous to establishment of Altoona cemeteries mentioned on page 92, and many years before Altoona's beginning, there was a small burying ground on an eminence east of the Old Allegheny Furnace, and, beginning with the erection of the Union Church, in 1838, where the colored Methodist Church now stands, Sixteenth Street and Union Avenue, a cemetery was enclosed embracing part of the squares now included between Sixteenth and Seventeenth Streets and Tenth and Twelfth Avenues.

This cemetery, prior to the building of the railroad, was only a country burying ground, with a few scattered graves. But the rapid growth of Altoona during the earlier years, and before the opening of Fairview, made more frequent demands on its space, and it was soon pretty well filled up. Then, when it became apparent that the ground here would be wanted for building sites, the Fairview and St. John's Cemeteries were laid out, and interments in this one discontinued. The town began to build up all around, and ere long the land was sold and the bodies removed to give place to the growing city, but it was not until about 1865 that the old Union Graveyard ceased tobe. The present generation only learn of it accidentally.

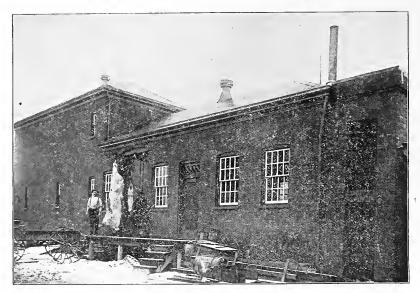
In like manner, ere the close of the coming century, Fairview, Oak Ridge and St. John's will exist in history only, while their sites will be covered by a bustling, thriving city, whose numbers will be told by the hundreds of thousands.



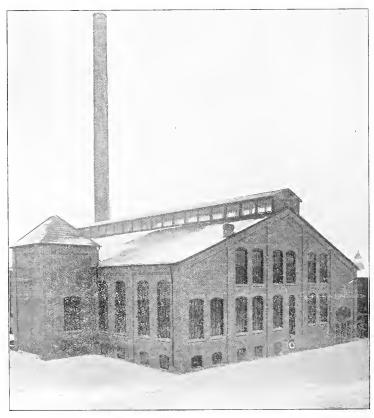
E. March, Clothier,



Residence of S. A. Gailey, 1124 Sixteenth Avenue.



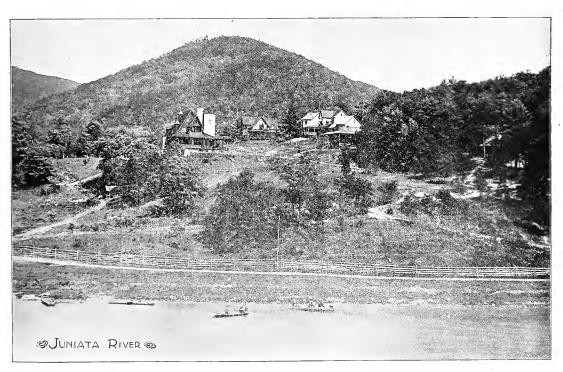
Cold Storage Buildings of George Beck, Sixth Avenue corner Twenty-first Street.



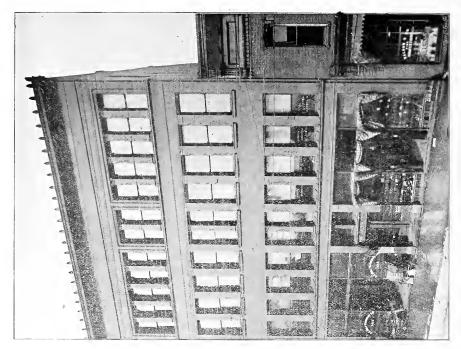
New Electric Light Plant of Edison Electric Illuminating Co., Union Avenue, between Eighteenth and Nineteenth Streets.



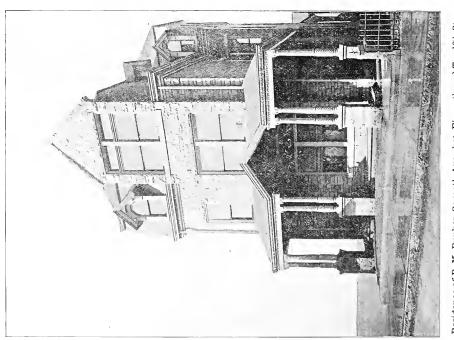
Residence of D. Koch, corner Ninth Street and Lexington Avenue.



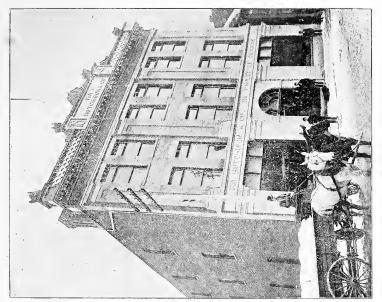
Point View and Cottages on Juniata River, between Hollidaysburg and Williamsburg.



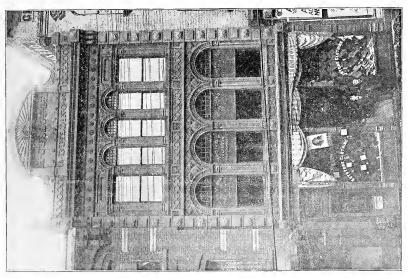
Mateer Building, Eleventh Avenue, bet. Fourteenth and Fifteenth Streets, J. Ross Mateer, Owner.



Residence of B. M. Bunker, Seventh Ave., bet. Eleventh and Twelfth Sts.



Wholesale Groeery House of Fay, Hutchison & Co., Green Avenus, bet. Seventh and Eighth Streets.



McCullough Building. Eleventh Avenue, bet. Eleventh and Twelfth Streets, D. G. McCullough, Owner.



Nicholson Building, Eleventh Avenue, bet. Fourteenth and Fifteenth Streets. H. L. Nicholson, Owner. (Robinson & Crocket, Architects).



Residence of John S. Elway, Eighth Avenue, bet. Eighth and Ninth Streets.

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Solicitor Altoona and Excelsior Building and Loan Associations.

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GREEVY & WALTERS,

+ Attorneys = at = Law, +

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Attorney-at-Law and Notary Public,

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OFFICE IN ARCADE BUILDING.

1426 Eleventh Avenue, - - ALTOONA.

Evolution of a Great Business,

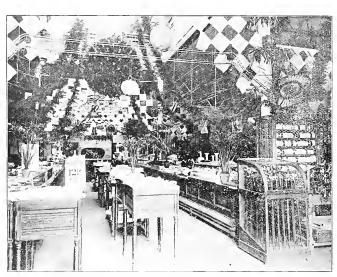
The Department Store of William F. Gable & Co. is a feature of the city of Altoona. The pulse of a city is best felt in its business establishments; and nowhere is the city's progress better mirrored than by the rapid and solid growth of this up-to-date house.

On March 1, 1884 this house began its existance, in a small way, in a single room, probably 25x40 feet in size. One year's business forced it into larger quarters, at 1402 Eleventh Avenue, from which time its growth has been miraculous. On December 8, 1892, this firm threw open to the public the doors of the "Daylight Store," one of the handsomest and best adapted buildings in the state for a great department store. The half-tone on this page gives an idea of the handsome copper front, so generously cut up with large light-giving windows; which, together with the two large sky-lights shown in the interior views, give the house its well-earned name-"The Daylight Department Store."

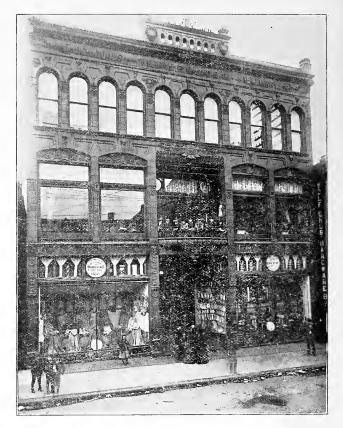


FACTS ABOUT THE BIG STORE.

Built of Brick, Iron and Copper.
Three Stories and Big Basement.
Fifty feet front--120 feet deep.
500,000 Brick used in construction.
Over 90 Tons of Iron used in construction.
Walls 30 inches thick—fire-proof.
Beautiful Copper Front—Three Stories High.
Most Perfectly Lighted Store in the State.



Gable & Co.'s—Interior View of Store



FACTS ABOUT THE BIG STORE.

Daylight by day—Electricity by night.

Hardwood finish—Canadian Brown Ash.

Perfect Ventilation-28 large Ventilating Flues, terra cotta lined, lead from salesrooms on all floors to roof.

Hot Water Heating throughout the building; pipes placed in front of counters near floor; aisles not obstructed by radiators.

Six Beautiful Show Windows—French Plate Glass Windows. Display Windows on Second Floor. Large Swinging Glass Windows.

Copper-lined Bulcony off Second Story Front. Hard Beechwood Floors.

Most Modern Cash Carrier-Electric Cab'e system carries cash from 30 stations.

Furnished throughout with modern Nickle Display

150 employes. Waiting Room and Toilets for Ladies. Packages taken care of.

FIRST FLOOR-Everything in Dry Goods.

SECOND FLOOR-Millinery, Cloaks, Curtains, Window Shades, etc.

BASEMENT—Housefurnishings, Glass and Chinaware.

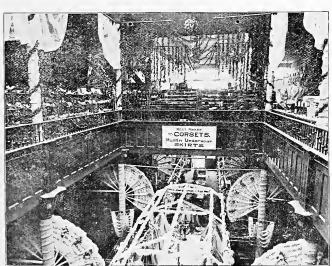
THIRD FLOOR-Storage-Reserve Stock.

Not only Altoona—not only Blair County—but all Central Pennsylvania come to William F. Gable & Co. for dry goods. The improvement and extension of their Mail Order Department during the past year have won for them the title of "Quickest Mail Order House in Central Pennsylvania. The great success of this feature only adds one more proof to the fact that Altoona is the natural base of supply for Central Pennsylvania; and, incidentally, shows the energy and progressiveness of this hand-somely equipped house.

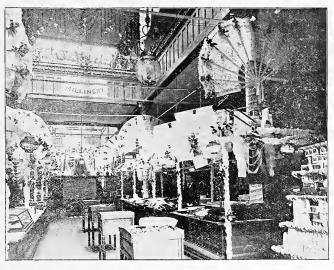
Gable & Co. make no secret of what is to be found in their great house. In fact, no house outside the great cities is making greater or more successful efforts at publicity. This department is in the hands of an advertising manager who devotes all his time and energy to telling Altoona and all Central Penasylvania what the great store is and what it can do for them. The fact

that the house realizes that its advertising is of sufficient importance to employ a specialist to attend to it, in itself proves them to be up-to-date and actively progressive, and accounts for their ever-extending business boundaries.

The people of Altoona are exceedingly fortunate in having in their midst a store that presents to them so promptly and abundantly everything new, stylish and desirable from the markets of the world. The buyers of the house keep in constant touch with the production of the markets, and Altoona shoppers are served simultaneously with those of metropolitan cities with the best and latest that the market affords.



Gable & Co,'s-Interior View of Store,



Gable & Co.'s-Interior View of Store,

The store is a model, visited and admired by merchants from far and near. Its excellent construction, its generous allowance of light, its modern fixtures and furnishings, so constantly cared for by the decorators, are noted with interest and profit by merchants of much larger cities.

The future of this house is promising. Its future growth is certain. It is conducted on the principles that compel popularity—careful attention to every detail of the service. Sparing no pains to give perfect satisfaction to all patrons, it is assured of the constant, evergrowing success which is but the natural consequence of

the qualities and energy displayed by the managing proprietor whose name it bears.

There is a large class of people, aside from the buyers and consumers, who have great reasons for entertaining a warm feeling of gratitude for this firm-the clerks and salesmen and women, who number in the city considerably more than one thousand, and of whom Gable & Co. employ nearly two hundred. Formerly the hours of labor for this class were very long. They were expected to be at their posts by 7 in the morning and remain at night till the last straggling customer departed. Gable & Co. inaugurated a change in this, which, of necessity, was followed by other employers, and, as a result, most of the stores now close at 6 o'clock in the evening, excepting on Saturdays, thus giving the clerks a chance to have five evenings at home. This new departure is found to be equally beneficial to the merchant, as the same amount of goods is sold in a year.

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111 Residence, 806 Twentieth Street,

Western Union Telegraph Co.

There is no better evidence of the business push and energy of our thriving city than the steady increase of business of the Western Union Telegraph Company, who have at all times shown their appreciation of our people's patronage and confidence by promptly increasing their facilities to meet the demands, until today the office is a model one in every particular, and its facilities for the prompt and direct handling of business and the accommodations extended to the public, is second to none outside of the larger cities.

The office was for many years located in the Logan House, where for a time the manager, with the assistance of one messenger, constituted the force: but as business increased the force was added to and better facilities furnished. Their cramped quarters in the Logan House became inadequate, and a better location was secured in the Brant House, which permitted them to offer increased facilities to the public. The business gradually outgrew this location, and about a year ago they secured possession of the presentlocation, which after a complete overhauling was fitted in a up-to-date manner. The stringing of three new

copper wires permitted the local management to offer the produce, fish and oyster dealers direct communication with Baltimore, Md., and at the same time direct communication was obtained with offices in the northwestera part of the state. The office is finished in hard wood, with desk and chairs for use of the public, and a hammered glass partition completely separating the operating department from the public.

It's the principal test office of the company between Pittsburg and Harrisburg. A large 40-wire switchboard of latest design set in an oak frame is used for this purpose. The old crow-foot battery has been replaced with dynamo current furnished direct to the wires through forty resistance lamps located at top of switchboard. Quartette operating tables arranged for typewriter use is another of the modern features.

The Western Union has an operator stationed regularly at Armour & Co.'s icing station, Juniata, from where consignees are advised in reference to the movements of their cars, and which is an office of considerable importance.

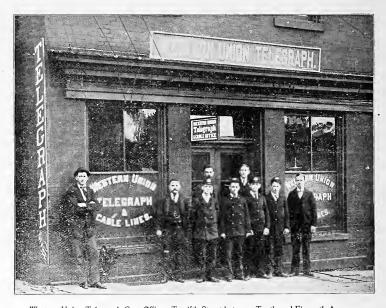
They operate a system of self-winding and synchronizing clocks, which are rented or sold at a reasonable cost to those desiring the correct time, furnished direct from the United States Observatory at Washington daily.

All the daily, and one Sunday, papers are furnished with press reports through this company, a special operator being employed on the night report by the Press Association. The regular force consists of the manager, three operators, four messengers and one lineman at the main office and one operator at the branch office. Eleven instruments are in service regularly, giving direct communication with Pittsburg, Northwestern Pennsylvania, Harrisburg, Baltimore, Md., Philadelphia, New York and all intermediate points, and putting the citizens in close touch with the greatest telegraph company in existence, controlling 800,000 miles of wire, over 21,000 offices, two duplex American Atlantic cables from New York to Penzance, England, direct, connecting with four Anglo-American and one direct United States cable. Direct communication with Germany and France. Direct wires from New York to Galyeston, Texas; con-

nection at that place with the cables of the Mexican Central and South American Telegraph Companies for all points in Mexico, Central and South America. Direct wires and cables to Havana, Cuba, connecting with Cuba sub-Marine and West India and Panama Telegraph Companies for all points in the West Indies. Exclusive connection with the Great Northwestern Telegraph Company of Canada, and establishing beyond doubt that our telegraph service will compare more than favorably with cities of the same or better class, a matter of vital importance to every manufacturer and business man.

The company has a system of transferring money by telegraph which is confined to the larger offices, and is divided into five classes, or, in other words, they classify and limit the offices according to the average amount of money transferred. Alto ma is in the second, or class B, exceeded only by such cities as Philadelphia, New York and Pittsburg, and ranking with Harrisburg, Scranton. Wilkesbarre, and Wilmington, Del.

Much credit is due Manager A. G. Strickland for the efficiency of our telegraph service, as during the time he has been in charge he has worked hard to make it perfect. His one desire is to please the people and offer a service free from criticism.



Western Union Telegraph Co, -Offices, Twelfth Street between Tenth and Eleventh Avenues.

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NEW MATEER BUILDING,

I412-14 Eleventh Avenue,



LTOONA, under the law of 1889, classifying cities with reference to their population, is a city of the third class, having less than 100,000

inhabitants. The municipal affairs are regulated and controlled by Councils consisting of two branches, Select and Common. Common Council consists of two members from each ward who are elected by the qualified voters of the ward and hold their office two years. Select Council consists of one person from each ward, elected in the same manner as Common Councilmen and for a

term of four years. As there are eight wards in the city, the Common Council numbers sixteen members and Select eight. Members of Select Council must be at least 25 years old and of Common Council 21, and have resided in the State four years, and in the district they represent at least one year next before their election. The terms are so arranged that eight Common Councilmen are elected every year, and four Select men every alternate year, but Councils reorganize annually on the 1st Monday of April and elect a president and clerk. Appropriations for current expenses of city are made in March of each year, and for but one year at a time.

Councils in joint session elect three Water Commissioners, the city being divided into three districts for this purpose and one Commissioner's term expiring

and a new one being elected each year from the district, thus preserving the continuity of the board. The board of Water Commissioners have full control of the water system of the city and would also control the matter of lighting if the city owned its own gas works or electric light plant. A Water Superintendent is the ministeri officer of the board and is appointed by them to serve without limit as to time and subject to removal for sufficient cause.

A Highway Commissioner is appointed by the Mayor,

subject to ratification by Select Council. He has charge of the streets and avenues and alleys, and the men employed to clean them, grade, repair crossings, and do other necessary work.

A Chief Engineer of the Fire Department is appointed by the Mayor, subject to ratification by Select Council, who has control of the paid fire department of the city, directs the work of the firemen when they are called into service, and at all other times gives his entire attention to it and the work of guarding against fires

as well as subduing them when they occur.

The executive officer of the city is a Mayor, elected by the qualified voters and holding his office for a term of three years. He has entire supervision of the police force, and with the approval of Council, appoints a chief of police, lieutenants, sergeants and patrolmen. He has power to inflict summary punishment on disturbers of the peace and disorderly persons by inflicting fines not to exceed ten dollars, and imprisonment in the city lockup not to exceed seventy-two hours, or the county jail not to exceed thirty days. He has also the authority of an alderman or justice of the peace in all criminal cases, and may hold an offender to bail to answer in the Quarter Sessions Court of the county. Formerly the Mayor heard all cases of disorderly conduct and passed sentence on



S. M. Hoyer, Mayor of Altoona.

the offenders, but during the incumbency of the present Mayor, a custom has grown up of delegating this duty to one of the city aldermen, usually the alderman of the Third Ward.

The next important officer of the city is the Controller, who is elected by a popular vote of the city for a term of three years, and whose duty it is to have supervision of the finances of the municipality and the disbursement of all city moneys. He does not receive or pay out money, but all vouchers therefore, before being

presented to the City Treasurer for payment, must be examined and countersigned by the Controller, it being his duty to ascertain if bills are properly and legally contracted, and if the city has actually received the services or material for which pay is demanded. He also guards against the overdrawing of the different appropriations for the various departments, and will refuse to countersign any order unless there is sufficient funds in the Treasurer's hauds to pay it of money specifically appropriated for the purpose.



George W. Harpham, City Controller,

The City Solicitor is the legal adviser of Councils and attends to the ordinary legal business of the city, the entry of liens for taxes, paving, sewers, etc., when necessary, and the collection afterwards if not paid voluntarily. He also prosecutes and defends suits in which the city is a party as plaintiff or defendant. The Solicitor is elected by Councils in joint session for a term of two years.

The City Treasurer is the custodian of the funds of the city, and receives and pays out all moneys except the school fund, which is entirely in the hands of the school board. The Treasurer is elected by the qualified electors of the city at large for a term of three years.

The city employs a civil engineer whose title is City Engineer and whose duties are to give grades for streets and alleys, pavements and curbing; to lay out sewers and superintend their construction so far as to see that the contractor does the work properly and according to specifications.

City Clerk, who is also clerk of Common Council, is an important officer, as he takes charge of all ordinances passed by both branches, keeps a record of all business before these bodies and the committees thereof, except the minutes of Select Council which are kept by their own clerk.

City Electrician has charge of the fire alarm system, patrol boxes, etc., and is appointed by the Mayor.

The health of the city is in charge of a Board of Health, whose members are nominated and appointed by the Mayor, subject to the approval of Council, and whose duties are described in another article under that head.

The School Board, whose members are elected by the qualified electors of the entire city, and are not subordinate to Councils, is treated of under the head of "Schools."

Following is a list of the city officers, with their salaries, amount of bonds, where bonds are required, and the location of their offices:

Mayor, S. M. Hoyer; office, city building, corner of Twelfth Street and Thirteenth Avenue; bond, none; salary, \$1,200; will be succeeded by Mayor-elect H. C. Barr, April 6, 1896.

Controller, George W. Harpham; office, 1110 Twelfth Street; bond, \$3,000; salary, \$900. Just re-elected for a third term.

Treasurer, H. E. Ferguson; office, corner Ninth Street and Eleventh Avenue; bond, \$50,000; salary, \$1,500. Just re-elected for a third term.



H. E. Ferguson, Treasurer of Altoona.

Solicitor, George B. Bowers; office in Mateer building; bond, \$5,000; salary, \$1,000.

City Engineer, Harvey Linton; office, Twelfth Street, between Sixth and Seventh Avenues; bond, \$2,500; salary, \$2,000.

City Clerk, W. J. Hamor; office, 1200 Twelfth Street; bond, \$1,000; salary, \$1,000. Ordinance pending to increase it to \$1,500.

Water Superintendent, S. A. Gailey; office, city building; bond, none; salary, \$1,200.

Street Commissioner, J. F. Smith; office, city building; bond, \$1,000; salary, \$840.

Electrician, J. D. Burleigh; office, city building; bond, none; salary, \$780.



George B. Bowers, City Solicitor of Altoona,

Chief Engineer of Fire Department, J. N. Tillard; office, No. 1 engine house, Tenth Avenue, between Fourteenth and Fifteenth Streets; bond, none: salary, \$900.

Chief of police, A. A. Cherry; office, city building; bond, none; salary, \$840.

Lieutenants, \$720; Sergeants, \$660: Patrolmen and Warden and Patrol Driver, each \$600,

Health Officer, J. M. Watt; bond, \$500; salary, \$660. Secretary Board of Health, Dr. C. H. Closson; bond, \$500; salary, \$420.

Clerk of Select Council, Jessie B. W. Ickes; bond, none; salary, \$400.

Aldermen, Constables and Notaries Public.

Each ward in the city is entitled to elect one Alderman to serve for a term of five years, and there are eight Aldermen, as follows: First Ward, B. F. Rose, with office in Masonic Temple. Second Ward, C. T. Alcott, office, 818 Twelfth Street. Third Ward, John A. Doyle,

office in Schenk block. Fourth Ward, Charles J. Mann, office, 713 Twelfth Street. Fifth Ward, John O'Toole, office, 1011 Bridge Street. Sixth Ward, William H. Stephens, office, 1624 Eighth Avenue. Seventh Ward, James B. Raymond, office, 1312 Fourth Street. Eighth Ward, W. B. Blake, office, 618 Eighth Avenue.

The jurisdiction of these officers is the same as justices of the peace, which they are to all intents and purposes. In civil matters suits may be brought before them where the demand does not exceed the sum of \$300 nor involve the title to real estate. Actions for damages for breach of promise and consequential damages are also excepted. In criminal matters they may only hear evidence and hold the offender to bail to answer in the Quarter Sessions of the county, except in a few minor offenses, as profane swearing, they may inflict a fine. They are authorized to perform the marriage ceremony. They receive no salary, but are entitled to certain fees for services. They are commissioned by the Governor, and give bond in the sum of \$1,000.

Each ward also elects a Constable for a term of three years, and the Constable is the ministerial officer of the Alderman's court; besides having other duties to perform, report violations of the law and attend the polls on election days. No salary, but fees for services

Notaries Public are, in a manner, self-chosen, and there seems to be no limit as to the number that may hold office, except the discretion of the Governor. They are appointed and commissioned by the Governor, with the approval of the Senate, which is, as a matter of course, on the petition of six or more citizens of the district in which they reside. The term of office is four years, and they give bond in the sum of \$3,000. They receive no salary, but are entitled to certain fees for services. They are authorized to administer oaths or affirmations, and take acknowledgement of deeds and mortgages, protest commercial paper, etc. There are twenty or more Notaries in the city.



W. M. C. Craine, President of Select Council.



H. K. HOY. M. D.

EYE, EAR, NOSE and THROAT Treated Medically and Surgically.

Eyes Tested. Spectacles and Eye Glasses Furnished.

RUPTURE PERMANENTLY CURED by a New Method,
Almost painless.

TRUSSES ACURATELY FITTED— Prices the Lowest.

OPIUM, WHISKY and TOBACCO HABITS CURED.

Cancers Cured and Removed without the knife. Heemorrhoids and other Rectal Diseases treated by methods that cure with little or no pain.

OFFICE HOURS-7 to 8:30 a. m., 1 to 2:30 p. m., 7 to 8:30 p. m.

H. K. HOY, M. D.

1203 Fourteenth Street, - - - ALTOONA, PA

DR. A. S. STAYER,

OFFICE-700 Twelfth Street, - - ALTOONA.

Office Hours: \(\begin{array}{l} 7 \to 9 \ta, m, \\ -12 \to 10 \to 3 \to m, \\ 6.30 \to 8.30 \to m. \end{array} \] RESII

RESIDENCE-1501 Seventh Avenue.

WM. D. HALL. M. D.

1423 ELEVENTH AVENUE, - - ALTOONA, PA.

J. U. BLOSE, M. D.

Office Hours \ \begin{cases} 8 \to 9 \, a. \, m. \\ 1 \to 2 \, p. \, m. \\ 7 \to 8 \, p. \, m. \end{cases}

OFFICE

ELEVENTH ST. AND TWELFTH AVE.

RESIDENCE-401 Howard Avenue.

DR. G. M. COUCH.

OFFICE-515 FOURTH STREET,

ALTOONA, PA.

Office Hours $\begin{cases} 7 \text{ to } 9 \text{ a. m.} \\ 1 \text{ to } 3 \text{ p. m.} \\ 7 \text{ to } 9 \text{ p. m.} \end{cases}$

Night calls at residence, 315 Sixth Ave,

E. H. MORROW, M. D.

943 SEVENTEENTH STREET, - ALTOONA, PA.

Office Hours: \(\begin{pmatrix} \text{Till 9 a. m.} \\ 1 \to 3 p. m. \\ 6 \to 8 p. m. \end{pmatrix}\)

Bell Telephone 174. Phoenix Telephone 148.

DR. HARTZELL,

DISEASES of the EAR, EYE, NOSE and THROAT.

1106 ELEVENTH STREET. (Up-stairs.)

Office Hours: $\begin{cases} 8 \text{ to } 10 \text{ a. m.} \\ 1 \text{ to } 3 \text{ p. m.} \\ 7 \text{ to } 8.30 \text{ p. m.} \end{cases}$

ALTOONA, PA. 116

S. L. McCarthy, M. D.

EIGHTH AVENUE AND FOURTEENTH STREET.

ALTOONA.

DR. AMOS O. TAYLOR.

1415 TWELFTH AVENUE,

ALTOONA, PA.

OFFICE HOURS:

7 to 9 a. m. $1 \text{ to 3 p. m.} \\ 6 \text{ to 9 p. m.}$

WILLIAM S. Ross. M. D.

12181/2 TWELFTH AVENUE,

ALTOONA, PA.

Office Hours: \ \begin{pmatrix} 9 \text{ to 10 a. m.} \ 3 \text{ to 5 p. m.} \ 7 \text{ to 8 p. m.} \end{pmatrix}

Residence, No. 1430 Eighth Avenue.

B. F. BOOKS, M. D.

PHYSICIAN and SURGEON,

12% TWELFTH STREET, ALTOONA.

DR. J. J. OATMAN,

OLMES BUILDING,

TWELFTH AVENUE AND ELEVENTH STREET,

ALTOONA, PA.

W. K. MAGLAUGHLIN, M. D.

No. 1202 Tweleth Street

Office Hours: $\begin{cases} 8 \text{ to } 10 \text{ a. m.} \\ 1 \text{ to } 3 \text{ p. m.} \\ 7 \text{ to } 9 \text{ p. m.} \end{cases}$

ALTOONA, PA.

Dr. J. L. Brubaker,

224 FOURTH AVENUE, (JUNIATA,)

ALTOONA, PA.

Telephone 603.

J. W. ROWE, M. D.

1801 SEVENTH AVENUE,

ALTOONA, PA.

Telephoue.

FIRE DEPARTMENT.





ITH the advent of a water system for Altoona in 1859, volunteer fire companies were organized, and a hand engine was purchased shortly

before the water was turned on so as to be in readiness. The first company was the "Citizens," organized April 21, 1859, and name changed to Good Will, November 14, 1859. The Pennsylvania Railroad management encouraged these companies in every way, and the volunteer firemen of the city for many years numbered 400 or more men, being divided among the following com-

panies. The Good Will, the oldest; the Vigilant, the Hope, and the Altoona Steam Fire Engine Companies; the Empire Hook and Ladder Company, and the Excelsior, Logan, and Friendship Hose Companies, and later the Fire Patrol. These companies were well organized, well equipped and did noble service for years, the members turning out promptly at all alarms, whether by day or night, week days, Sundays or holidays. The Good Will occupied a brick building on the corner of Sixth Avenue and Thirteenth Street: the Empire one on Tenth Avenue, between Fourteenth and Fifteenth Streets, which they owned; the Logans a frame building on Ninth Street, between Fifth and Sixth Avenues; the Excelsion a similar one on Tenth Street.

shind one of Felici Steet, between Chestnut and Lexington Avenues; the Friendship a brick building on Twenty-second Street, between Eighth and Ninth Avenues, and the Hope a frame on Sixth Avenue, between Third and Fourth Streets. The Vigilants, who were the pets and pride of the city, occupied the City Hall first floor, and the Altoonas, who were all shop men, and received pay from the company for time spent at fires, had their engine house at the Pennsylvania Railroad car shops, and a hose house at the machine shops at Twelfth Street and Ninth Avenue. The companies, with the exception of the Altoonas, received some assistance regularly from the city toward

defraying current expenses, and the city also paid for the apparatus and kept up the supply of hose, but the teams belonged to the companies. The balance of money necessary was contributed by the members in monthly dues or life memberships, or was raised by balls or festivals occasionally held by the different companies, and their teams did outside hauling. The department was nominally controlled by city Councils, who lent the sanction of their authority to a Chief Engineer and assistants after they had been elected by the firemen from

among their number. The arrangement was, apparently, very satisfactory, and the citizens felt that they were well protected, until, in 1894, a dissatisfaction arising in one of the hose companies, they fell out with Councils. Councils refused them their annual appropriation, and, at a fire on Ninth Street and Eighth Avenue, the Logans refused to assist. Shortly afterward some wealthy property owners began to agitate the establishment of a paid department. The railroad Company favored the project, as did some residents who thought the volunteers were calling for too many contributions. The movement swept the city, though not without strong opposition, and Councils, early in 1895, passed the necessary ordinance providing for a paid department,



J. N. Tillard, Chief Fire Department.

and for purchasing from the volunteer companies their buildings, teams and other property. All was accomplished in a very short time, and on the first day of May, 1895, the paid department was installed, and the volunteers, with the thanks of Councils and citizens, went out of service. As a fitting close to their long and faithful service they gave a monster parade Saturday, April 27, 1895.

The paid Fire Department, as organized for the first year, consists of a Chief Engineer and thirty-five men, three steam fire engines in service and one stored, five hose carriages in service and two extra ones stored, one hook and ladder truck, 7000 feet of hose, and fourteen horses for hauling the engines, truck and hose cars. The engines are housed as follows:

One at No. 1 engine house, Tenth Avenue between Fourteenth and Fifteenth Streets, the old Empire Hook and Ladder Company's building.

One at No. 2 engine house, Twenty-second Street between Eighth and Ninth Avenues, the old Friendship company's building.

One at No. 3 engine house, Sixth Avenue between Third and Fourth Streets, the old Hope company's building.

No. 4 engine house, formerly the Excelsior hose company's building, Tenth Street between Chestnut and Lexington Avenues, has only a hose company now.

At No. 1 engine house is also the Hook and Ladder truck.



Archie Maxwell, One of the First Members and Organizers of the First Fire Co.



Andrew Kipple, Chief Director of the Altoona (P. R. R.) Firemen.

The police patrol responds to all alarms of fire now, and takes the place of the old Fire Patrol Company of the Volunteers.

The headquarters of the Chief Engineer, J. N. Tillard, is No. 1 engine House, Tenth Avenue between Fourteenth and Fifteenth Streets. In addition to this force of firemen employed by the city, the Pennsylvania Railroad Company still maintains as heretofore their efficient company and equipment of one steam fire engine and hose car at the car shops, and one hose car at the machine shops, and these respond to all general alarms if a fire of any magnitude breaks out.

The city has a complete Gamewell Fire Alarm system, put in recently at an expense of several thousand dollars, to replace the Union which had been in use for a number of years but was not working satisfactorily.

Signals denoting the location of the fire—the box from which the alarm is sent in—are struck with the bells at the engine house; as follows, thenumerals being denoted by an equal number of taps in quick succession, with a pause between each figure represented (adopted November, 1895):

- 12—Willow Avenue and First Street.
 13—Howard Avenue and Second Street.
 14—Lexington Avenue and Fourth Street.
 15—Walnut Avenue and Fourth Street.
 16—Green Avenue and Seventh Street.
 17—Howard Avenue and Eighth Street.
 18—Chestnut Avenue and Ninth Street.
- 19—Howard Avenue and Tenth Street. 21—Fifteenth Avenue and Eleventh Street. 22—Twelfth Avenue and Eleventh Street.
- 23—Eleventh Avenue and Twelfth Street.
 24—Thirteenth Avenue and Twelfth Street
 25—Fifteenth Avenue and Thirteenth Street.
 26—Thirteenth Avenue and Fourteenth Street.
 27—Eleventh Avenue and Fourteenth Street.
- 31—Eleventh Avenue and Sixteenth Street.
 32—Thirteenth Avenue and Sixteenth Street.
 33—Fourteenth Avenue and Eighteenth Street.

34—Tenth Avenue and Eighteenth Street.
35—Twelfth Avenue and Twentieth Street.
36—Maple Avenue and Twenty-fifth Street.

36—Maple Avenue and Twenty-fifth Street. 37—Broad Avenue and Twenty-third Street. 41—Margaret and Union Avenues.

42—Margaret Avenue and Seventeenth Street. 43—Seventh Avenue and Twenty-second Street. 44—Eighth Avenue and Twentieth Street.

45—Fifth Avenue and Nineteenth Street. 46—Seventh Avenue and Seventeenth Street. 47—Sixth Avenue and Sixteenth Street.

51—Eighth Avenue and Fifteenth Street. 52—Fourth Avenue and Fifteenth Street. 53—Seventh Avenue and Thirteenth Street.

54—Fourth Avenue and Thirteenth Street. 55—Eighth Avenue and Twelf h Street. 56—Fifth Avenue and Twelfth Street.

57—Seventh Avenue and E'eventh Street. 61—Fourth Avenue and Eleventh Street.

62 - Eighth Avenue and Ninth Street. 63 - Fifth Avenue and Ninth Street. 64 - Third Avenue and Seventh Street. 65 - Sixth Avenue and Seventh Street.

66—Eighth Avenue and Sixth Street.
67—Seventh Avenue and Fourth Street.
71—Fourth Avenue and Third Street.

72—Fourth Avenue and Lloyd Street. 444—P. R. R. Car Shops 555—P. R. R. Machine Shops.

Note-Numbers under 42 are northwest of Ninth Avenue and numbers over 42 southeast of Ninth Avenue.

The locomotive engines in the railroad yard sound a shrill whistle alarm when fires are seen by the engineer.

The number of fire hydrants in the city is 250.

Fire Limits,

An ordinance now pending in Councils establishes a fire limit, within which no frame buildings may hereafter be erected—brick, stone, or some other incombustible material must be used. The penalty for infraction of this ordinance is a fine not exceeding \$100, which the Mayor may impose, and ou failure to pay, sentence the offender to the county jail for thirty days.

The limits as fixed by this ordinance are, Seventh Street on the North-east and Seventeenth Street on the South-west; and Seventh Alley on the South-east and Twelfth Alley on the North-west, and embraces all the territory enclosed by these lines. Some amendments are likely to be made curtailing the North-east and South-west boundary lines, but the ordinance will pass substantially as above.

MONEY TO LOAN

ON FIRST MORTGAGE.

In Sums of-

\$1,000.00

and Upwards.

APPLY TO

WILLIAM H. WEBER.

Agent of Pennsylvania Trust Co.

Room 1, McCULLOUGH BUILDING,

No. 1121 Eleventh Avenue,

ALTOONA, PA.

ፍ୍ୟୁ ଦେବନ୍ତ୍ର ଦେବନ୍ତ୍ର ଦେବନ୍ତ୍ର ଦେବନ୍ତ୍ର ଦେବନ୍ତ୍ର ଦେବନ୍ତ୍ର ବିଦ୍ୟୁ J. A. Elder, President and Manager.

W. B. BANCROFT, Secretary and Treasurer.

ENTERPRISE PLANING MILL.

Enterprise Planing Mill Co.

(INCORPORATED.)

General Contractors and Builders

Nos. 2200 and 2202 Fifth Avenue. ALTOON 1, PA.

MOUDINGS, BLINDS, SASH, DOORS,

C. W. Moore. GROCER.

Cor. Eleventh Avenue and Bridge Street.

Dealer in TEAS, COFFEES, SPICES, SALT FISH.



And all kinds of VEGETABLES, BERRIES FRUITS, and Country Produce.



Flour, Baled Hay and Straw.



DRESSED and LIVE POULTRY

Telephone 212.

Established in 1860.

Altoona Steam Bakery,

A. F. Heess, Proprietor.

Manufacturer of Bread, Cakes and Crackers.

711 and 713 Chirteenth Street, Altoona, Pa.

OLDEST HARDWARE HOUSE IN ALTOONA.

H. A. Wolf.

S. J. Wolf.

Altoona Hardware and Supply Co.

STOVES, RANGES, HOUSE FUR-NISHING GOODS.

Cutlery, . Paints, . Glass, . Builders' . and . Mill Supplies, Etc.

Best Selection. Largest Variety, Lowest Prices and THOS. HEATON, Quick Delivery.

No. 1318 ELEVENTH AVENUE

ALTOONA, PA.



St. Hotel,

Cor. ELEVENTH AVE. and FOURTEENTH ST. ALTOONA, PA.

Proprietor



Pheasant & Wagner

DEALERS IN

DRY ± GOODS.

Notions, Boots and Shoes.

GROCERIES, FLOUR, FEED, Etc.



FOURTH AVE ..

JUNIATA.

Prompt Free Delivery.

 $\mathcal{L}_{\mathcal{A}} = \mathcal{L}_{\mathcal{A}} + \mathcal{L}_{\mathcal{A}} +$

ALTOONA POSTOFFICE





HE POSTOFFICE is located on Twelfth Street between Tenth and Eleventh Avenues, occupying the ground floor and basement of the Odd

Fellows' building, and this has been its location for about twenty years, although it is but recently that it has occupied so much of the building. An insurance office was kept in the part of the first floor now used as the office of the postmaster, until about 1890, and the basement was occupied by a restaurant until 1895. The office is central and convenient for all residents on both sides of the railroad, and is likely to be kept here until a government building is erected, when of course it will be removed to that.

The postoffice for this part of Logan township was first established at Collinsville in 1817, and remained there until the founding of Altoona in 1850, when it was brought here and the name changed to Altoona.

The free mail delivery which extends to all the adjacent suburbs excepting Juniata, was begun in 1883 and there are now seventeen letter carriers, including two substitutes.

Juniata has a postoffice of its own, but it is called Kipple because there is another Juniata in the state, older than this one, and the rules do not admit of two of the same name in a state.

The postmaster is Hambleton P. Wilson, whose appointment was made in

January, 1896. Reamer Hoke is assistant, having held the same position under the former postmaster, A. P. McDonald, deceased.

Postoffice hours are from 7 o'clock a.m. to 8:15 p.m., excepting Sundays and legal holidays. The Money Order Department is open from 8 a.m. to 7:30 p.m. On Sundays the office is open from 9:30 to 10:30 a.m., and on legal holidays usually from 7 to 10 a.m., and 7 to 8 p.m.

Altoona's postmaster receives an annual salary of \$2,800, and furnishes bonds to the amount of \$33,000.

From the annexed latest report of the business transacted at the Altoona postoffice for the year ending December 31, 1895, we take the following figures:

RECEIPTS AND EXPENSES.

The balance, \$15,339.32, from which some trivial miscellaneous expenses must be taken, shows that the Altoona postoffice pays its way and has a large surplus of profit for the government.

The Money Order account for the last quarter of the year 1895 (three months) was as follows:



Hambleton P. Wilson, Postmaster of Altoona,

DR.
Bal. on hand Oct. 1\$ 3,234 29
4,236 Domestic orders
issued 31,218 04
Fees on same 257 04
268 Intern'tion'l orders
issued 3,170 00
Fees on same 42 80
Deposits received
Total\$116,948 17
CR.
2,268 Domestic orders
paid\$ 23,185 08
29 Domestic orders
repaid 166 66
27 International or-
ders paid 366 22
Deposited with p
m at New York,
N. Y 88,764 00
Balance on hand
and in transit.
— Dec. 31, 1895 4,436 21
2,324
Total\$116,948 17
Total amount of cash
handled\$126,316 86

There are eighty-five street letter boxes distributed throughout the city, besides two at the railroad station in front of the Logan House.

The following stamp agencies have been established and the merchants named are paid for selling stamps for the accommodation of the public, \$24 per year each:

William H. Irwin, druggist, cor. Eleventh Avenue and Sixteenth Street.

C. B. Baumgardner, druggist, 1617 Eighth Avenue. H. L. Murray, druggist, 900 Eighth Avenue.

W. M. C. Craine, druggist, 400 Chestnut Avenue. Rhodes & Houck, general merchandise, Fairview.

H. P. Davis & Co., general merchandise, 2922 Broad Avenue.

* ALTOONA CITY HOSPITAL, *

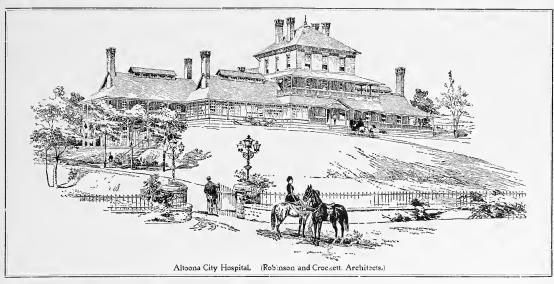
N 1883 the need of a public hospital to which victims of accidents and others could be taken for treatment became so apparent that a move-

ment was set on foot to raise funds for the purpose of establishing one. The citizens of every station in life subscribed liberally to the object, and a fund of \$15,000 was soon contributed. This was supplemented by an appropriation from the State of \$15,000, and the Pennsylvania Railroad donated the grounds, a plot of 4 27-100 acres, lying along Howard Avenue, between Sixth and Seventh Streets, a most beautiful location for an institution of this kind, being sufficiently elevated to afford a fine view of that part of the city lying below Eleventh Street and east of Chestnut Avenue.

1, 1886. The buildings and ground when first completed were valued at \$40,000; additions have been made to them since, and they are now worth about \$60,000. They are all of brick, and the hospital has a capacity for fifty-three patients. In addition to patients treated in the hospital, a large number of outside cases receive attention, being those who are able to come to the hospital for medicine and examination.

The total number of patients treated from the time of its opening to the present, reaches the grand total of 11,237, of whom 2,816 were "in" patients, and 8,421 outside ones.

The hospital is controlled by a corporation chartered for the purpose, and the present officers are: John P.



The \$15,000 first contributed came from the following sources:

ing sources.
Pennsylvania Railroad Company \$ 7,000 00
Altoona Gas Company
Pennsylvania Railroad employes at machine shops 2,470 14
Pennsylvania Railroad employes at car shops 1,853 15
Pennsylvania Railroad Company officers
Sundry Societies
Citizens of First Ward 460 00
Citizens of Second Ward
Citizens of Third Ward 416 00
Citizens of Fourth Ward
Citizens of Fifth Ward 145 10
Citizens of Sixth Ward 30 00
Citizens of Seventh Ward
Citizens of Eighth Ward
Total

During the year 1885 a good hospital building was erected and opened for the reception of patients January

Levan, President; L. B. Reifsneider, Secretary; J. G. Davis, Treasurer; A. J. Riley, Esq., Solicitor; Directors, John P. Levan, J. M. Wallis, George W. Strattan, H. J. Cornman, H. C. Dern, David K. Ramey, F. L. Sheppard, A. J. Anderson, William Stoke, L. B. Reifsneider, W. W. Murray, R. E. Marshall and Albert F. Heess. The medical staff consists of Dr. John Fay, chief, and Drs. F. M. Christy, W. S. Ross, J. U. Blose, J. F. Arney, and these gentlemen, although among the best of their profession in the city, serve without compensation. Dr. J. W. Grube is Superintendent, and Mrs. Grube, Matron.

The hospital is supported by contributions from citizens and a State appropriation, usually \$4,500 to \$5,000 per year. We make the following interesting

excerpt from the report of the President, John P.

Levan, January 1, 1896.

As a matter of public information and concern, I have had prepared and incorporate in this report a summary of the operations of the hospital since its incorporation in the year 1886. These figures of themselves I am sure furnish a more conviucing argument in favor of the continued and more liberal support of the hospital than any I could advance. The following is the summary:

	In-Patients.					OUT- PATIENTS.			
YEAR.	Total	Surgical.	Cured	Unimpv'd Improved	Died	Total	Medical	Surgical	
1886 1887 1888 1889 1890 1891 1892 1893 1894 1894	206 · 182 · 226 · 290	50 256 58 222	67 103 121 162 206 195 266 305 285 261	17 13 38 6	16 21 19 25 27 41 37 31	162 396 269 502 626 621 1212 1316 1445 1872	16 20 20 38 61 87 225 338 521 622	146 376 249 464 565 534 987 978 924 1250	
Total	2816.8	10 1906	1971	347 76	259	8421	1948	6473	

Work of 1895.

PATIENTS ADMITTED.

January 24 February 33 March 37 April 33 May 23 36 36	August 33 September 25 October 35 November 42
Total patients in the hospit	.,

Total patients in the hospital during the year...........380
Of the patients treated during the year, 167 were treated in the medical wards, and 213 in the surgical wards.

Of the patients treated, 261 were cured, 48 improved under treatment, 16 unimproved and 31 died.

On the 31st day of December, 1895, twenty-four (24) patients remained in the hospital under treatment.

Characteristics of Patients, SEX AND COLOR.

19-1/	
White males	
Total	380
NATIV	TITY.
Alabama	Austria 12 Arabia 1 Canada 1 Edgland 12 France 2 Germany 30 Hungary 4 Ireland 21 Italy 13 Palestine 1 Poland 3 Scotland 5 Sweden 8
Ohio	Total foreign 112
Pennsylvania 215 Tennessee 1 Virginia 2 Wisconsin 1	Total foreign113
Total U. S. .251 Total foreign .113 Whole number .364	The 16 patients in the hospital at the beginning of the year are not included in this table.

RELIGION.

Baptist 8	Lutheran 50
Bethel 1	
Catholic121	Mennonites 1
Church of God 6	Presbyterian 19
Dunkard 5	Reformed 8
Disciples of Christ 1	Salvationists 1
Episcopalian	United Brethren 17
Evangelical 3	Not known 1
Jews 1	
Tota1	

In addition to the patients treated in the hospital during the year, 1,872 outside patients were also treated. Of these 622 were medical, and 1,250 were surgical patients.

Hospital Rules.

3 and 4. The medical staff shall consist of not less than five physicians and surgeons, three of whom shall constitute a quorum.

7. Admission—The physician or physicians on duty shall examine such patients as apply for admission to the hospital, and receive them if they be proper subjects; admission to be by printed certificate of name, age, place of nativity, occupation, whether married or single, and name of disease; all of which shall be filled up by the officiating physician, or by the endorsement of some reputable citizen.

8. No person having an infectious or contagious disease shall be admitted to the hospital.

12. Patients will be admitted any day between the hours of 9 A. M. and 5 P. M. Emergency cases will be received at all hours. Applicants for admission should present themselves at the office of the hospital between the hours above named. In cases where the patient is too ill in person, application may be made by a friend, and the patient will be examined at his home by a physician attached to the hospital.

13. When the patient lives out of the city, the application must be accompanied by a certificate from some reputable physician, stating the nature and probable duration of the disease, which certificate, with the application, will be referred to the Visiting Committee.

14. Injured persons, who choose to live at home, and who are able to visit the hospital for treatment from day to day, shall have their injuries dressed and be supplied with medicines.

24. The charge for board, medical and other attendance in the ward shall be \$7 per week, payable in advance; in private rooms, \$15.

26. Cases of alcoholism, when received, shall be charged for at the rate of \$5 per day.

29. Visitors to patients will be admitted on Thursdays and Fridays from 2 to 4 P. M. The immediate relatives of patients will be admitted every day (Sundays excepted) from 2 to 4 o'clock P. M. Patients in private rooms may be visited at any time, with the permission of the Superintendent.

31. There is no chaplain attached to the hospital, but patients may receive visits from clergymen of any faith upon making their wishes known to the Superintendent.

35. There may be treated as "out-patients" such poor persons as apply for relief at the hospital during the regular hours of attendance of the physicians, whose cases do not require residence in the wards. If, after careful inquiry by the prescribing physician, he is satisfied that the patient is too poor to buy or provide the medicine required, he may supply the same from the medical stores of the hospital.

2

BOARD OF HEALTH.





LTOONA has a well organized Board of Health and an efficient Health Officer. The Board was established in 1885 under the law of

1874. Regular meetings are held on Thursday afternoon of each week, from April 1 to November 1; balance of year every two weeks. All contagious diseases are reported by the physicians of the city and a placard is placed on the front door of the house to warn the public against entering. And should smallpox or any malignantly contagious disease break out the afflicted persons and premises would be promptly quarantined.

Vital statistics are carefully kept by the secretary, who makes an annual report of the number of marriages, births and deaths in the city.

The Board now consists of the following members: Jacob Adams, President; Dr. C. B. Dudley, Dr. E. S. Miller, George F. Jackson, Dr. J. G. Hughes; Dr. C. H. Closson, Secretary, and John M. Watt, Health Officer.

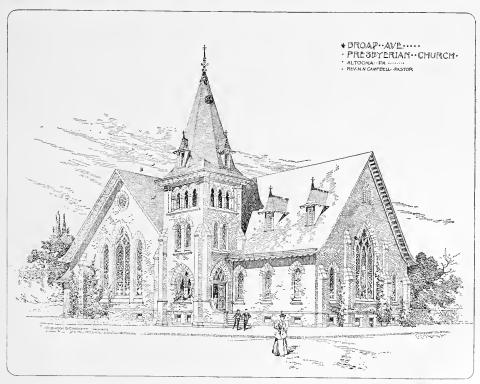
The latest annual report of the Board, contained the following facts for the year ending December 31, 1895:

Number of marriages during the year	248
Number of births during the year1	,222
Number of deaths during the year	628

The mortality of the city is 14.95 per thousand population. Leaving off the accidents and still births and taking the deaths from disease alone, it gives a rate of 12.76 per thousand population.

The principal causes of death were:

Accident				
Cholera Infantum				
Typhoid Fever				
Measles				
Old Age and General	Debility	 		32
Pneumonia				
Consumption				
Other Diseases				
Still Births		 	(60



Broad Avenue Presbyterian Church, Corner Broad Avenue and Twenty-fourth Street. (Robinson and Crockett, Architects.)

GESSER. THE TAILOR.

Sketch of a Man Who Builds Houses as Well as Clothes,

Anybody about Altoona who does not know George W. Gesser is probably acquainted with "Gesser, the Tailor," that being his familiar sobriquet. Mr. Gesser has been in the tailoring business in Altoona for ten years, and his penchant for making friends and at the same time making business, has brought him both popu-



Gesser, the Tailor.

larity and success. Starting with nothing, he has, by strict attention to business, gotten his affairs in such shape that he has been able to branch out in the real estate business on a rather extensive scale.

Before coming to Altoona, Mr. Gesser worked at tailoring in Chicago. Paris, Ky., Omaha, Neb. and Washington, D. C., at which last place he worked seven years. Coming to Altoona with the practical and artistic ideas gained during the years spent in these different sections of the country, Mr. Gesser was soon recognized as a leader of styles in the merchant tailoring business of Altoona. This reputation he has not let diminish, but has caused it to increase as the years rolled by.

Mr. Gesser began business in a modest way in the Opera House block. Later he removed to a room on Eleventh Avenue between Fifteenth and Sixteenth Streets, where he remained until 1889, when he purchased the building at 1603 Eleventh Avenue, where he now is. This building Mr. Gesser remodeled to such an extent that it contains today one of the prettiest store rooms in Altoona.

A few years ago, Mr. Gesser branched out into real estate. He started in a small way, working along quietly, and today he is operating in that line more extensively than most people suppose. Just at present he has in course of erection, on ground owned by him, six beautiful residences on Broad and West Chestnut Avenues. If you want a good home, call on him. Either for sale or rent.

A. M. KRICK, CONFECTIONER,

Prominent among the enterprising business men of Altoona is A. M. Krick, Confectioner and Ice Cream Manufacturer, with store, candy and ice cream parlors on Twelfth Street, between Eleventh and Twelfth Avenues. Mr. Krick came here from Philadelphia six years ago, and has built up a large and profitable business. He has had twenty years' experience and is a thoroughly practical confectioner, being the only man in



this part of the State who manufactures the finest quality of goods. While he makes many kinds, the finest are his specialties, and he caters more particularly to the class of customers demanding fine goods.

His make of ice cream is noted for its richness and purity. He also has an elegant new soda fountain, and lovers of this delicious beverage will find the best always at Krick's.

W. H. Kelley, Jeweler and Pawnbroker,

No better proof that Altoona has become a city can be adduced than that it supports a prosperous pawn-broker's establishment. The familiar three balls—the

ancient sign of this business-are to be seen above the door of W. H. Kelley's store in the Wilson building, on the corner of Eleventh Avenue and Eleventh Street. Mr. Kelley has been in Altoona since 1891, and has, in the meantime, built up a large and profitable business, both in the brokerage department, loaning money on personal property, watches, jewelry, etc., and in the regular jewelry He carries a large stock of watches, clocks, jewelry, silver-



ware, etc., which he sells at wholesale and retail.





NUMBER of leading citizens of Altoona, realizing the advantage of concerted action in developing the business interests of the city,

and the benefits that might accrue from meeting together and discussing matters of general interest to the community, disseminating information regarding the advantages of the place as a location for manufacturers and various other businesses, and inducing new industries to locate here, held a public meeting in the Woodcock building, November 8, 1895, and organized a Board of Trade. The organization was completed by the election of the following officers:

W. L. SHELLENBERGER. President.

HELLENBERGER, President.
S. I. FRIES, First Vice President.
W. H. HERR, Second Vice President.
H. E. FERGUSON, Secretary.
S. J. WESTLEY, Treasurer.

Board of Directors.

S. M. Hover, Chairman. E. H. FLICK CARL OLMES W. M. C. CRAINE. JAMES FLYNN.

W. S. LEE. M. A. GREEN. JAMES M. FAY. GEORGE HARPHAM. C. W. MOORE.



William W. Murray, Dry Goods Merchant,



A. J. Anderson, Secretary Edison Illuminating Company.

The Board held regular meetings on the first Friday of every month- at first in the Nicholson building, and later in a room on second floor of No. 1310 Eleventh Avenue, which has been fitted up especially for the purpose, and is now the permanent meeting place.

Among the earlier acts of the Board was the resolution to have a book published for distribution at home and abroad which should properly exhibit the various industries of the city and its advantages as a place for the location of manufacturing establishments and the investment of capital, together with other matters and statistics showing the city's growth, present status and future prospects. Charles B. Clark, Esq., was engaged to secure statistics and data for it, and later was authorized to properly arrange and write up the matter and print the book.

The work, from its nature, was a laborious one, and, of necessity, required a great amount of time and patience. It was completed, however, during the summer and fall of 1895, printed early in 1896, corrected to date, and is now presented to the public in this form.

It may not be out of place to note here that this is the second Board of Trade organized in Altoona, the



S. M. Griffith, Painting and Decorating,

first one, formed April 26, 1887, having gone to pieces in the spring of 1893. The first Board also had in contemplation the preparation of a book of statistics similar to this, but the work having been divided and assigned to various members and committees, was neglected, and the materials for it only partially collected and never collated. Following is a complete roster of the present Board, all of whom, it is useless to add, are among the pushing business men of Altoona who desire to have its present prosperity continue, and who are willing to contribute both of their time and money to any enterprise that will be conducive to that end:

William L. Adams, general agent. C. T. Askew & Co., clothiers. E. K. Baldridge, bank clerk. W. B. Bancroft, grocer. Baronner & Fearbeck, butchers. C. B. Baumgardner, druggist. Beezer Brothers, architects. S. Bendheim, shoe dealer. B. Berkowitz, grocer. Adam Bucher, builder and planing mill proprietor. Bunker & Fleck, contractors and builders. Thomas J. Burke, house furnishing goods. D. T. Cabill, hotelkeeper. J. L. Calvert, grocer. G. Casanave, saddle and harnessmaker. F. M. Christy, physician. Charles B. Clark, lawyer and publisher city directory. H. J. Cornman, clothier. Couch & Morgan, insurance and real estate. W. M. C. Craine, druggist. Thomas Donohue, hotelkeeper. John A. Doyle, lawyer. Matthew Dunn, general merchandise. George S. Eby & Son, tinning and sheet-iron work. H. R. Earlenbaugh, general merchandise. J. W. Ebert, property owner. L. L. Fair, property owner and real estate dealer. Fay, Hutchison & Co., wholesale grocers. D. Ferguson & Son, groceries and provisions. J. W. Findley, bank cashier. John Flannigan, contractor. Fox & Curtis, wholesale shoe dealers. E. H. Flick, lawyer. James Flynn, lumber

manufacturer. S. I. Fries, hardware merchant and coal operator. William F. Gable & Co., department store. George M. Gesser, merchant tailor. Griffith, painter and decorator. George W. Harpham, city controller. Frank Hastings, bank cashier. H. T. Heinsling, lawyer. W. J. Heinsling, general merchandise and banker. William H. Herr, contractor and property owner. Frederick Hesser, dry goods merchant. S. M. Hoyer, coal dealer—Mayor of Altoona. A. Jessel, millinery and ladies' coats. George Kalish, clothier. J. Kramer, wall paper and stationery. William A. Lander, dry goods merchant. D. Laughman & Co., coal operators. W. S. Lee, general merchandise. Mac-Donald & Keesey, fire insurance agents. Thomas K. Maher, coal, wholesale. Samuel March, clothier. J. Ross Mateer, druggist. John McConnell, clothier. Thos. I. McKiernan, Pennsylvania Railroad foreman. R. McMahan, cigars and tobacco. C. W. Moore, grocer. F. M. Morrow, dry goods merchant. William Murray's Son & Co., dry goods merchants. H. L. Nicholson, property owner-Ticket agent Pennsylvania Railroad. Carl Olmes, cattle dealer and property owner. M. V. Orner, contractor and builder. John O'Toole, alderman and real estate agent. Louis Plack, property owner and retired merchant and manufacturer. Quandt & Cherry, merchant tailors. Rudisill Brothers, jewelers. F. D. Saupp, property owner. John Schenk, hotel proprietor. S. M. Sellers, druggist. W. L. Shellenberger, coal, lime, sand, terra cotta pipe, etc. August Simon, shoe dealer.



F. M. Seeley, Pennsylvania Ice Company.

H. Slutzker, wholesale notions. R. H. Spendley, coal operator. Samuel Sprankle, clothier. Stern & Bendheim, clothiers. Joseph Stevens, furniture dealer and undertaker. The Goodfellow-Melvin Co., hardware. P. H. Walls, coal operator and lumber dealer. Harry

Wayne & Co., furniture dealers. W. C. Westfall, hatter and gents' furnisher. S. J. Westley, banker. H. J. White & Co., wholesale grocers. W. R. Whitmore, shoe dealer. Winn & Nicholson, insurance agents. William L. Woodcock, lawyer. C. C. Wright & Bro., grocers.



John B. Westley, who Built the First House in Altoona.



J. L. Calvert, Grocer.



R. A. O. Kerr, Insurance and Steamship Agent.



C. M. Robinson, Architect.

SOCIAL LIFE IN ALTOONA.



HILE Altoona contains no select Four Hundred, nor, indeed, any other number of exclusive aristocrats, all citizens of good moral charac-

ter, or a reputation for such, who are industrious and make enough to live on comfortably, may be said to belong to the best Altoona society; certainly all such are well thought of and well spoken of by the others. This class constitutes by far the larger part of the inhabitants and they all meet on equal terms socially; the rich merchant and the mechanic of limited means are social equals. Nearly every one belongs to or at least attends one of the numerous churches of the city, and each church's membership is to a large extent a society of itself, in a sense other than spiritual; members of the same church associate with families of their own denomination almost exclusively, and even in marriage few young people go outside their own circle. Grand balls, swell parties and formal receptions are of rare occurrence here, the church services, sociables and entertainments taking their place. Among the Catholic young people balls are of frequent occurrence, but these are not at all elaborate. Clubs attract many of the German people of both sexes, and lodges and secret societies draw largely on the male members of the community, while theater going is a popular amusement with young and old of both sexes so far as they can afford the necessary expense.

Promenading the main business streets afternoons and evenings, when unemployed, is a favorite amusement with many and in summer time the park draws large crowds. The idle and vagrant class is comparatively small, nearly every person has some work or business which occupies the greater part of his time and his recreation is an hour's mingling with the busy throng on the street, an evening at the club, theater, lodge or church or a half holiday at the park. Such is the busy life of the inhabitants of Altoona and their simple and innocent amusements; so that dissipation in individual cases is rare and a vicious criminal class unknown. The majority of the people here were reared in the country or smaller towns of the adjoining counties and do not ape city manners now that they live in a larger place. Nearly all are intelligent and well informed; free schools and cheap newspapers and books have placed much of the knowledge of the world within their reach and they have taken the full benefit of all these advantages.



Residence of C. M. Robinson, Architect-on Logan Valley Electric Railway, near Hollidaysburg,



AMUSEMENTS.





HE greater portion of the people of Altoona, as remarked in the chapter on social life, have a trade, profession or employment which they

follow for a livelihood, and there are comparatively few leading a life of ease, a butterfly existence, in search of pleasure only. The workers, however, must have relaxation, and, after spending six to twelve hours of the day

at labor, they seek an hour or so of recreation in the evening, or, after a week's toil, take a half holiday. Their amusements are, for the greater part, innocent ones, some regarding a walk up and down Eleventh Avenue, with a view of its busy throng and handsomely trimmed store windows, a satisfactory and inexpensive treat; others go to the theater or museum, some to the club houses, where social chat and beerdrinking are the principal features; others, who have no club, go to the hotel bar room, and, while sipping beer, or between drinks of a stronger liquid, boast of their various accomplishments, or tell of adventures by land and sea to whoever will listen; others go to lodge meetings. Saturday afternoons and Sundays are favorite times to visit the park or the mountains.

Altoona has one theater, or opera house; this is located on Eleventh Street

at the west corner of Eleventh Avenue. The play season begins here about the first of September, and continues until May, during which time there are shows of one kind or another an average of three nights per week, or more. This is rated as a "one-night" town, but occasionally troupes remain a week, giving a different play each night, with matinees Wednesday and Saturday afternoons. The character of plays at this thea-

ter are generally good, and the best troupes on the road, visiting cities of less than 100,000 inhabitants, stop here; including minstrels, variety, comedy and tragedy. The regular rates are 75 cents for the best seats, 50 and 35 cents for the others. Frequently higher priced shows are given, and \$1.00 and \$1.50 is charged for the good seats, 75 and 50 cents for the others. Occasionally,

RECOR RESIDENCE OF STREET OF STREET

W. H. Kelley & Co,'s Wholesale and Retail Jewelry Store, Corner Eleventh Avenue and Eleventh Street,

also, lower than regular rates prevail, and for troupes that stop for a week the rates are sometimes 50, 35 and 25 cents, while at other times they are reduced to 30, 20 and 10 cents. Besides the opera house there is a museum and theater, known as Harry Davis' Eden Musee and Family Theater. This is a frame building on leased ground in connection with the rear part of the Phoenix block, the frame part belonging to Harry Davis, of Pittsburg. The entrance is on Green Avenue, near Eleventh Street. This musee and variety theater opens its season in October and closes in April. During the season three performances are given daily (except Sunday), beginning at 1:30, 7:30 and 9:00 P. M. Admission, 10 cents; and 5 and 10 cents additional for reserved seats. Usually, the same play is repeated at the eighteen performances, there being

a change of players and program each week. The character of these entertainments is very good, considering the price, and the musee is quite popular with the large class that cannot afford to patronize the high-priced opera house. The Phoenix Block, which fronts on Eleventh Street, and is a very fine structure, was originally built for a theater in 1887, and was so used for one season when a fire destroyed the interior, and it was

afterward remodeled, as at present, for a business block. It was called the Mountain City Theater.

The Frohsinn Singing Society, of Altoona, has a fine building on Ninth Avenue, between Eleventh and Twelfth Streets, the second and third stories of which are arranged as a theater, and the building is now known as the East Side Theater. Occasional plays are produced here, sometimes by home talent and at other times by traveling troupes, the rates being usually 30 cents for seats, and, of course, the plays are such as are usually produced by low-priced companies.

The park, which is a favorite resort in summer time, and also in the winter when there is skating, is a pleasure ground covering about 100 acres, situated on the line of the Logan Valley Electric Passenger Railway,

dancing Saturday afternoon and evening, and in winter the lake is free to skaters when the ice is strong enough to bear. Picnics may be held here by societies, Sunday schools and others without charge, and there are plenty of tables for use free. A restaurant is also carried on in a part of the casino, and ice cream and confections are served at reasonable prices there and at the gravity pavilion. Crowds of 3,000 to 5,000 people are often assembled in this park, and it was estimated that not less than 20,000 people visited it on the Fourth of July, 1895.

Another resort of great popularity is Wopsononock Mountain, about four miles north of Altoona in a direct line, but six miles by rail or carriage road. There is one very good hotel here, and an observatory on the crest of the mountain, while the woods surrounding the







Altoona Brewery, Thirteenth Street and Fifteenth Avenue,

midway between Altoona and Hollidaysburg. It is owned by the Logan Valley Electric Passenger Railway Company who purchased the grounds, laid out the park, constructed buildings and a large artificial lake in 1893 to make an attractive resort and thus add to their revenue by carrying people there from the two towns. A great deal of money was spent on it, and it is one of the finest parks in the State, having a large casino and other buildings for shelter from rain and storm, and for dancing and other amusements, a very fine carrousal or merry-go-round, and a gravity railroad. There is also an inclosure with several fine deer and some other animals. There is a fine baseball field also, and the lake is supplied with boats for hire, twenty-five or thirty skiffs and an electric launch. Free music is furnished for free

hotel on all sides are uninclosed and form a rather beautiful natural park many thousands of acres in extent.

This place is reached by a good carriage road, but since the construction of the Altoona, Clearfield and Northern Railroad to that place the trip is usually made by rail. In the summer season trains make the trip at frequent intervals, and are often crowded with passengers, the trip up requiring one-half hour. Pigeonshooting tournaments, baseball and picnics are the attractions here. From the lookout, half a mile from the hotel, one stands on the edge of the mountain, from whence Altoona is plainly discernible almost at one's feet. Bellwood is also in plain view, and, with a field glass, it is said one can see objects in seven different counties.

Cresson Springs, although fifteen miles west of Altoona, is yet a popular place of resort for many, and the Sunday afternoon trains from this city in summer always carry many passengers for that place who go to enjoy the beautiful scenery, than which there is no finer found, even in famed Switzerland. There is an immense hotel at Cresson, owned by the Pennsylvania Railroad Company, W. R. Dunham, of the Logan House, manager, which is operated as a summer resort, and open only from June to October in each year.

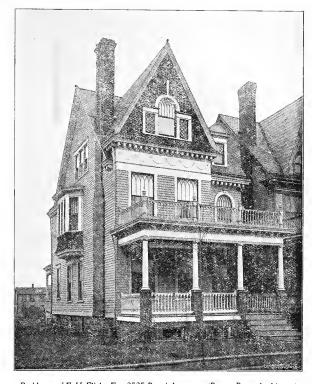
Driving is a form of amusement which ought to be more popular than it is, as the livery rates for carriages are extremely low, and the roads leading from Altoona in every direction are generally well kept, and, except in rainy seasons, very nice to ride over, and the scenery is picturesque and beautiful whichever way one goes.

Bicycling has a goodly number of devotees. Sixth, Seventh and Eighth Avenues have long stretches of almost level and smoothly paved surface—very fine for this exercise—and the pike to Hollidaysburg is a favorite course for longer rides.

Hunting and fishing is also indulged in by those who have leisure for it. Trout streams abound in the mountains a few miles distant, and deer are shot each winter in this and adjoining counties by Altoona hunters.



Residence of Joseph Nixon, Sixth Avenue, Between Twelfth and Thirteenth Streets. (Beezer Bros., Architects.)



Residence of E. H. Flick, Esq., 2525 Broad Avenue. (Beezer Bros., Architects')

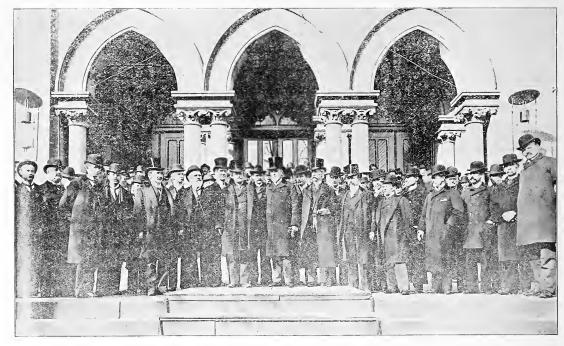


Residence of James Flynn, 2423 Broad Avenue.

THE ALTOONA BAR.

T WOULD be unpardonable arrogance, being "one of them," for the writer to affirm that all the members of the city bar are bright stars in the legal firmament, but it can be said, with perfect candor and truthfulness, that among its numbers are included some of the most learned in the law, some of the most eloquent pleaders and some of the best known lawyers in Pennsylvania, and that as a whole, the bar of Altoona may safely challenge comparison with any in the State or elsewhere. The halls of Congress frequently resound with the eloquence of one, and no session of the State Legislature is complete without the presence of one or more of them.

The number of resident Attorneys is now 48, and the names, with date of admission to the Blair County Bar, is given below. Among the more recent accessions are some who were admitted earlier in other counties.



Altoona Members of the Blair County Bar Association.

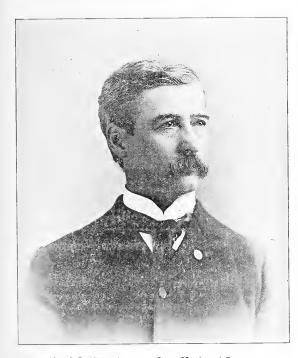
Colonel D. J. Neff	W. M. BEYER March 20, 1882
WILLIAM L. WOODCOCK October 27, 1865	E. H. FLICK January 20, 1884
Milton Alexander	W. H. BRIDENBAUGH June 28, 1884
A. J. Riley January 25, 1869	James H. Craig
Fred Jaekel January 27, 1869	D. CLARE GOOD July 6, 1885
A. V. DIVELY May 1, 1873	A. H. McCamant October 7, 1885
J. S. Leisenring	CHARLES B. CLARK October 14, 1885
EDMUND SHAW December 17, 1873	George B. Bowers January 13, 1886
THOMAS H. GREEVY January 29, 1874	Frank G. Patterson October 5, 1886
Robert Johnson September 1, 1874	H. PRICE GRAFFIUS May 2 1887
J. D. Hicks April 27, 1875	JOHN K. PATTERSON
H. T. Heinsling September 1, 1875	CHARLES GEESEY December 21, 1891
N. P. MERVINE March 9, 1876	W. C. Fletcher
JOHN A. DOVLE January 26, 1877	A. S. Fisher
Edwin M. Amies December 20, 1880	A. W. Porter August 28, 1893
W. S. Hammond	J. Banks Kurtz October 7, 1893

M. M. McNeil October 25, 1893
H. G. Stover August 29, 1893
THOMAS C. HARE September 25, 1893
R. A. Henderson August 27, 1894
H. F. WALTERS June 18, 1894
W. Frank Vaughn May 7, 1894
H. C. MADDEN May 6, 1895
S. A. McNeal

F. M. McCullough May	8,	1895
W. B. Manley May	8,	1895
M. M. Morrow March 1	1,	1895
ALONZO P. MACLEODJanuary	11,	1896
H. W. CULP March 1	1,	1895
W. H. COVER October	7,	1895
HARRY ALVIN DAVIS December	2,	1895
W. W. ATKINSON Felruyra,	3	1896



Charles B. Clark, Attorney-at-Law.



Hon, J. D. Hicks, Attorney-at-Law — Member of Congress.



William L. Woodcock, Attorney-at-Law.



Hon. J. K. Patterson, Attorney-at-Law-Member of Legislature.

વેલાં એ જેલાવા કર્યાં હતું એ કેલાં કેલાં કેલાં કેલાં કેલાં કેલાં કેલાં એ જેલાં અને કેલાં કેલાં કેલાં કેલાં હતાં



Thomas H. Greevy, Attorney-at-Law.



A. V. Dively, Attorney-at-Law.



Residence of P. W. Finn, 2606 Froad Avenue, C. M. Robinson, Architect.





ECRET SOCIETIES, of a beneficial character, are popular and numerous in Altoona, and include nearly all of the better class of such or-Many of the prominent business men are Masons or Odd Fellows, and both of these orders own the buildings in which they meet; the Masonic Temple being one of the finest and most costly structures in the city, stands on the south corner of Twelfth Avenue and Eleventh Street. It is a four-story brick building, 50x 120 feet in size, most substantially constructed and finely finished. The first and second stories are used for stores and offices, the third and fourth for lodge rooms and banquet hall. The latter, on the fourth floor, is considered one of the finest in the State, and the building as a whole is a model one.

The Odd Fellows' building on Twelfth Street, between Tenth and Eleventh Avenues, a three-story brick, was built and formerly owned by the Masonic fraternity, but now belongs to an association composed of members of the different lodges of Odd Fellows in the city. It was erected about 1860.

Other strong orders are: Patriotic Sons of America, Knights of the Golden Eagle, Knights of Pythias, Heptasophs, Foresters, and Junior Order American Mechanics. The Grand Army of the Republic has two posts and a large membership, and the Union Veteran Legion



Observatory at Lookout, Wopsononock,



C. D. Beegle-Uniform Rank, Knights of Pythias,

also has an organization here; also the Sons of Veterans. Other societies, with one or more lodges, are the Elks, Red Men, Knights of the Mystic Chain, Knights of Malta, Order of Solon, Chosen Friends; also the various labor organizations.

Clubs and Singing Societies.

JUNIATA CLUB—Club house 914 Chestnut Avenue (leased), a fine building, formerly residence of Louis Plack.

THE ELKS-(Beneficial and protective order), occupy the entire third floor of Nicholson building, 1425 Eleventh Avenue.

FROHSINN SOCIETY-Own a fine brick building about 50x120 feet in size and three stories high, on Ninth Avenue, between Eleventh and Twelfth Streets. This building is now called the East Side Theater.

THE TURNERS-Own a hall on Ninth Avenue, between Fourteenth and Fifteenth Streets, a one-story frame building.

ALTOONA ELECTRICAL

Engineering & Supply Co.

No. 1409 Eleventh Avenue, ALTODNA. PA.

Buildings Wired for Electric Lighting. Hotels and Private Houses Equipped with Annunciators, Bells and Burglar Alarms.

ELECTRIC RAILWAY CONTRACTORS.

Electric Motors. Electric Railway Supplies.

HIRAM NEAFFER,

Wholesale and Retail Dealer in

ALL KINDS OF JUNK,

Second-hand Stoves, Etc.

813 Seventeenth St.,

ALTOONA.

PASSENGER ELEVATOR.
STEAM HEAT.
ELECTRIC LIGHT.



Brant House,

JOHN SCHENK,

Proprietor.

RATES

...\$2.00...

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PER DAY.

GILES BROS ..

GROCERS

And Wholesale Stationery and Notions ..

RETAIL GROCERT STORE, 711.
WHOLESALE STATIONERT STORE, 713.

Nos. 711-13 Twelfth Street,

. H. PARKER.

D. E. PARKER.

PARKER BROS.

MANUFACTURERS OF

Flooring, Siding, Doors, Sash, Blinds-

and all kinds of Mill Work.

Dealers in Rough LUMBER of every description.

OFFICE AND MILL:

JUNIATA, Juniata Borough, PA.

Harry Slutzker,

SUCCESSOR TO LEWINE & SLUTZKER

Importer : and : Jobber,

Hosiery, Gloves, Underwear, Notions, White Goods, Gents' Furnishings, Etc.

1418 ELEVENTH AVENUE,

ALTOONA, PA.

HARRY WAVNE.

A. S. PIPER

Harry Wayne & Co.

HOUSE FURNISHERS.

Green Avenue and Ninth Street,

Sole Agents in Blair County for the CINDERELLA Stoves and Ranges.

Altoona Conservatory of Music.

J. MAHLON DUGANNE,

Director

Only Conservatory in Central Pennsylvania.
PIANO, VIOLIN, VOICE, ORGAN and all

Orchestral Instruments taught by
thorough instructors.

MATEER BUILDING, - 1414 Eleventh Ave,

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R. B. HUTCHISON & CO.

DEALERS

General Merchandise,

Specialty of FINE GROCERIES, FLOUR AND FEED.

Cor. JOHN ST. and FOURTH AVE.



G. V. GARDNER,

DEALER IN

Flour, Feed & Grain

HAY, STRAW, SHAVINGS, ROLLED OATS, BUCKWHEAT, SALT, CORN MEAL, Etc.

Agent for famous Red Crescent, Cresswell's Roller and other family Flours,

1701 Union Ave., - Altoona, Pa.

S. J. WARNER,

DEALER IN

Dry Goods, Groceries,

Provisions, Boots, Shoes,

Flour, Feed and Straw.

No. 1515 THIRTEENTH STREET.

Phoenix Telephone, 159.



HE following statement of facts is, for the most part, a repetition in the fewest possible words of what has already been said in detail-a sum-

mary or synopsis of the whole:

Altoona is just 45 years old, and has grown in that short period from half a dozen families to 44,000 inhabitants, ranking now as the eighth city in the State, and is still growing more rapidly than any other in proportion to her population.

The assessed valuation of the city is \$15,464,930, which is almost one-half the total valuation of the county. Personal property and stocks of merchandise

not included in the assessment are worth \$10,000,000 more. The assessment is not more than two-thirds the actual value, so to it may be added \$5,000,000 more, making the aggregate wealth \$30,-000,000.

The bonded debt of the city is \$909,000, at 4 per cent. interest per annum, the same rate as United States Government gold bonds, for which she can show a water system worth \$1,000,000, a sewer system which cost \$350.000, and other city property and real estate worth \$50,000.

There are over eight miles of well-paved streets in the city.

There are 13 miles

of electric passenger railway in the city, between the power house and Juniata, including double tracks, and 12 miles extending to neighboring towns.

Altoona is located on the main line of the Pennsylvania Railroad, one of the richest and best managed roads in the United States, having in control 8,816 miles of road. The gross receipts of the Pennsylvania system are double those of any other system in America. This railroad company has its principal shops at Altoona, and employ over 9,000 men in the shops, yards, and divisions centering here.

City Finances.

The assessed value of city property for 1896 is \$15,464,930.

The bonded indebtedness of the city is \$430,000, and the water department loans \$479,000; total, \$909,000. All funded at the low rate of 4 per cent. per annum. There is no floating debt.

The tax rate for 1895 was-

For city purposes, sinking fund and water loans	71/2	mills
For school purposes	6	mills
For county and state	4	mills
and the second s		

The rate for 1896 has not been fixed yet, but will not yary much from 1895. The estimated expenses for the year 1896 approximate \$175,000. The estimated receipts are:



Washington Hotel, Corner Fifth Avenue and William Street, Juniata. M. G. Trout, Proprietor.

From city mercantile licenses	00
From hotel licenses, (Brook's Liquor Law.) 17,000	
From Board of Health permits	00
From fines imposed by the Mayor, building permits, etc. 4,000	
From delinquent tax duplicate	00
From duplicate of 1896 (amount likely to be paid during	
the year) 75,000	
Water rents and permits	00

Total... ...\$178.375 00 The above does not include the school fund. The amount that will be realized from the 6 mills levy, supplemented by the State appropriation, is in exclusive control of the School Board, and will be ample for the expenses of the schools during the ensuing

C DISTANCES AND FARES.



T IS frequently a matter of convenience or curiosity to know the distance to surrounding towns and other cities in the country to which

one might wish to journey as well as the regular fare by rail, and the following table of distances and rates has been prepared for the purpose of meeting such inquiry. It may be stated that three cents per mile is the regular rate on most the railroads of Pennsylvania and pretty generally on all roads in the northern states east of the Mississippi river, excepting the State of New York, where it is established by law at two cents.

The Pennsylvania Railroad Company issues a thou-and mile ticket, in convenient book form, with coupons which is sold at \$20 and is only good in the hands of the purchaser on the main line and branches east of Pittsburg and Erie, but not between New York and Philadelphia.



Juniata Club House, Chestnut Avenue, between Ninth and Tenth Streets.

Blair County.

THE DISTANCE FROM ALTOONA TO

Eldorado, 3.3 miles, regular fare	\$.10
Hollidaysburg, 7.6 miles, regular fare	23
Roaring Spring, 17.3 miles, regular fare	52
Martinsburg, 21.5 miles, regular fare	67
Henrietta, 27.1 miles, regular fare	81
Williamsburg, 21 5 miles, regular fare	65
Duncansville, 7.2 miles, regular fare	22
Newry, 9.3 miles, regular fare	28
Bellwood, 6.8 miles, regular fare	20
Tyrone, 14.3 miles, regular fare	43
Kittauning Point, 5.3 miles, regular fare	16-
Beyond the County.	
Gallitzin, 11.8 miles, regular fare	\$.35
Cresson, 15 0 miles, regular fare	
South Fork, 29.3 miles, regular fare	
Johnstown, 38 7 miles, regular fare	
Blairsville Intersection, 63.4 miles, regular fare	
Latrobe, 76.0 miles, regular fare	
Greensburg, 85.6 mile, regular fare	
Jeannette, 90.0 miles regular fare	
Irwin, 85.2 miles, regular fare	
Wilmerding, 102.9 miles, regular fare	
Braddock, 106.8 miles, regular fare	
Wilkinsburg, 110.2 miles, regular fare	
East Liberty, 112.5 miles, regular fare	
Pittsburgh, 116.9 miles, regular fare	3.50
East of Altoona and Tyrone.	
Huntingdon, 34.0 miles, regular fare	\$ 1.02
Mapleton, 42.6 miles, regular fare	
Mount Union, 45.8 miles, regular fare	
Lewistown, 70.7 miles, regular fare	
Mifflin, 82.5 miles, regular fare	
Newport, 104.0 miles, regular fare	
Harrisburg, 131.7 miles, regular fare	
On Branch Roads in Adjoining Counties.	
Ebensburg, 26.2 miles, regular fare	
Hastings, 46 miles, regular fare	
Carrolltown, 32 miles, regular fare	
Coalport, 40 miles, regular fare (via Cresson)	
Philipsburg, 37.8 miles, regular fare	
Osceola, 33 miles, regular fare	
Clearfield, 54.9 miles, regular fare	
Curwensville, 61.4 miles, regular fare	
Houtzdale, 39 miles, regular fare	
Bellefonte, 47.8 miles, regular fare	
Lock Haven, 68.5 miles, regular fare	2.06
Large Cities Outside of Pennsylvania.	
	5015
Tien Torn, each mitce, regiment and in the	
Baltimore, 216.4 miles, regular fare	
Washington, 250.4 miles, regular fare	
Boston, Mass., 614 miles, via N.Y. & N. E., regular fa Buffalo, N. Y., 352 miles, via Pittsburg, regular fare	
Buffalo, N. Y., 352 miles, via Pittsburg, regular fare	0,50
Richmond Vo. 375 miles regular fore	11 19

Charleston, S. C. 807 miles, regular fare...... 24.19

Large Cities Outside of Pennsylvania-Continued.

Jacksonville, Florida, 1,040 miles, regular fare	28.75
New Orleans, La., 1,269 miles, via Pgh, regular fare.	32.85
Columbus, Ohio, 309 miles, regular fare	9.25
Cincinnati, Ohio, 430 miles, regular fare	11.85
Louisville, Ky., 540 miles, regular fare	15.35
Cleveland, Ohio, 266 miles, regular fare	7.50
Detroit, Mich., 428 miles, regular fare	12.00
Indianapolis, Ind., 490 miles, regular fare	13.50
Chicago, Ill., 584 miles, via Ft. Wayne, regular fare	15.50
St. Louis, Mo., 730 miles, regular fare	17.25
St. Paul, Minn., 986 miles, regular fare	27.00
Omaha, Neb., 1,087 miles, regular fare	28.25
Kansas City, Mo., 1,102 miles, regular fare	26.75
Denver, Col., 1,677 miles, regular fare	43.75
Salt Lake City, Utah, 2,158 miles, regular fare	5675
San Francisco, Cal., 2,954 miles, via U. P., regular fare	76.75
Galveston, Texas, regular fare	40.75
Mobile, Alabama, regular fare	28.50
Memphis, Tennessee, regular fare	24.50
San Diego, California, regular fare	76.50
Portland, Oregon, regular fare	76.50
Seattle or Tacoma, Washington, regular fare	76.60
Bismark, North Dakota, regular fare	42.10
Milwaukee, Wisconsin, regular fare	16.55
Muskegon, Michigan, regular fare	16,60
Augusta, Maine, regular fare	18.95
Toronto, Canada, regular fare	12.05
Montreal, Canada, regular fare	19.45

Steamship Rates to London, England, by American Line Steamers from Philadelphia.

Cabin
Steerage\$24.50
Second Cabin via Canard Line to Capetown, Africa157.00
Railroad fare from Capetown to Johannesburg, 2d class 39.00

The quickest time across the Atlantic ocean from New York to Queenstown, England, was made by the "Lucania," 5 days, 8 nours and 38 minutes.

During the holidays, excursions rates are usually given by the Pennsylvania Railroad at one and one-



Schenk Block, Corner Eleventh Avenue and Fourteenth Street, A. Griesen, Owner.



T. J. Trout. General Insurance,

third full fare for round trip tickets. Each summer four special twelve day excursions are given to Atlantic City or any of the New Jersey coast towns for \$8.00 round trip.

Every winter an excursion rate is made to Jacksonville, Florida, \$50.00 for round trip, good from date of purchase until about the first of May; other southern winter resorts at correspondingly low rates. In February and March several excursions are run to Washington, D. C. for \$7.35 round trip, with ten day limit. Also in the summer season excursion rates for vacation tours are made at a considerable reduction from regularrates to all points of interest in the United States and Dominion of Canada.

During the summer and autumn several excursions are given from Altoona to Niagara Falls via Beliwood over the Pennsylvania and North Western Railroad to Punxsutawney and from there by the Buffalo, Rochester and Pittsburg Railroad, passing through Bradford and the oil regions of northern Pennsylvania. The rate for this round trip, with ten day limit, is only \$5.00.

During the Exposition at Pittsburgh, each fall, the Pennsylvania Railroad gives one or more excursions from Altoona at a single fare for the round trip, but only good for two days.

Second National Bank,

JOHN P. LEVAN, President,

CHARLES B. DUDLEY, Vice President,

FRANK HASTINGS, Cashier.

CAPITAL, \$100,000.

We Respectfully Solicit Your Patronage,

C. F. RANDOLPH,

Manufacturing Pharmacist,

1226 ELEVENTH STREET.

High Grade Flavoring and Seasoning Extracts.

Hurt Salve. Delight Dentifrice.

Wild Flowers of America Cologne, Etc.

Washington Hotel,

M. G. TROUT, Proprietor.

JUNIATA,

KIPPLE, P. O., PA.

WALDOW & CO.,

Manufacturers of and Jobbers in

Fine + Confectionery,

1410 Eleventh Avenue,

ALTOONA, PA.

P. W. FINN,

Cut Stone Contractor,

AND DEALER IN

ALL KINDS OF STONE WORK.

Stone Sawed to Any Size.

Estimates Furnished Promptly

FLAGGING AND CURBING FOR SIDE WALKS A SPECIALTY.

1722-1724 Ninth Ave. bet. Seventeenth and Nineteenth Sts. ALTOONA, PA.

THOMAS WEIR,

SUCCESSOR TO H. P. WILSON.

Wholesale Confectionery and Drug House

Nos. 1016 and 1018 Eleventh Avenue,

ALTOONA, PA.

SCHMITT HOUSE,

1111 Thirteenth Street, 11/2 Blocks from P. R. R. Station,

ALTOONA, PENNA, X

2000 III

H. C. TUSSEY.

1810 MARGARET AVENUE,

ALTOONA. PA

Anthracite and Bituminous Coals,

COKE AND KINDLING WOOD.

WHOLESALE AND RETAIL.

BELL TELEPHONE 523.

Look for Us if You Want a

Good Photograph

of Yourself or Family, Business Place or Residence,

Horses, Etc., Etc.

Cor. Chestnut Avenue and Eleventh Street, Levan Block,

Proprietor, 140

ALTOONA, PA.







F. L. Sheppard, General Superintendent Pennsylvania Railroad.



G. W. Strattan, Master Mechanic Machine Shops, P. R. R.



John P. Levan, General Foreman Car Shops, P. R. R.



Thos. I. McKiernan, Foreman Carpenters, P. R. R.

Altoona's Surroundings and the County of Blair.

LTOONA is surrounded by mountains on three sides—the Alleghenies, on whose foothills she has already be-

gan to build, and whose summits are five to eight miles distant, to the west and north, and Brush Mountain, local name, for a part of the Allegheny, two miles to the east. On either side of the latter extend narrow, fertile valleys, which grow wider as they recede from Altoona, and through which the smaller branches of the Juniata have their course. Southward from Altoona the valley lying between Brush Mountain and the Alleghenies extends to Hollidaysburg, and between these two points Dry Gap Run, Mill Run, Sugar Run, Burgoon's or Kittanning, and Blair Run from the west. and Brush Run from the east, all come together, and, uniting, form the Beaver Dam branch of the Juniata, which flows through Hollidaysburg, and then turning eastward is joined at Frankstown, two miles distant, by the Frankstown branch, which comes northeastward from the southern part of the county. Northeast from Altoona, and between the other side of Brush Mountain and the Wopsononock Mount-



R. E. Marshall, Superintendent Altoona Division P. R. R.



J. M. Wallis, Superintendent of Motive Power, P. R. R.

ain of the Allegheny range, the valley extends to Tyrone, 15 miles, and through it flows the Little Juniata. At Tyrone the mountains close in, and the valley is narrowed to a gorge, through which the river passes, and, turning almost at a right angle, flows southeastward through Huntingdon County, which it enters one mile from Tyrone. These two branches of the Juniata come together in Huntingdon County, near Petersburg, and about twelve miles from Tyrone. Twelfth Street, in Altoona, is about on the dividing line of this watershed, and rain which falls there on one side of the street may go to Tyrone, and that on the other side to Hollidaysburg; but, in either case, after a trip of 40 miles or more by the winding channels of the streams, two drops of water that fall side by side on Twelfth Street may join each other in the Blue Juniata at Petersburg, and continue on together to the Susquehanna, thence to Chesapeake Bay and the Atlantic Ocean.

Within the territory thus encompassed by these two branches of the Juniata lies one-third of Blair County, including all of Tyrone and Catherine Townships, and parts of Logan, Frankstown, Antis and Snyder, and in the central part of the district is one of nature's curious freaks, Sinking Run, which flows on the surface for several miles eastward through Tyrone Township, then disappears in the earth, and, after several miles of underground passage, reappears, bursting from a hillside at Arch Spring, from whence, by the name of Arch Spring Run, in flows eastward to the Juniata.

The summit of the Allegheny Mountains, as nearly as can be followed, forms the western boundary of the county from its southeastern corner to nearly the northwestern corner, and Broad Top Mountains are on the southeastern line for two-thirds of its length. Blair County is bounded on the west and northwest by Cambria County, north by Centre County, east by Huntingdon County, and south by Bedford County. The northern part is hilly and mountainous, and the southern part abounds in fertile valleys. The streams in the southern part are the Frankstown branch of the Juniata previously mentioned, Poplar Run, Blue Knob Run, Plum Creek, Piney Creek and Clover Creek, all of which flow into the Frankstown branch. Bituminous coal abounds in the Alleghenies and the Broad Top Mountains. Iron ore is found to the south and east of Altoona; lead

and zinc in the eastern part of the county, but the latter has not been developed in paying quantities. Fire-clay exists in the northern part, and limestone is found in great abundance in many parts.

The area of Blair County is 590 square miles, or 380,-160 acres, two-thirds of which is susceptible of cultivation, and one-half at least cultivated. The population in 1890 was 70,866, and is now not less than 80,000, of which Altoona, with its suburbs, has considerably more than one-half. The other towns of importance are: Tyrone, 15 miles northeast, with 8,000; Hollidaysburg, 7 miles south, with 4,000; Roaring Spring, 17 miles south, with 1,000; Martinsburg, 22 miles south, with 1,000; Williamsburg, 11 miles east of Hollidaysburg, with 1,000; Bellwood, between Altoona and Tyrone, with 1,500; Duncanville, two miles west of Hollidaysburg, with 900. All reached by the Pennsylvania Railroad or branches.

Maps of Blair County, made between 1835 and 1880, show a small lake about three miles south of Hollidaysburg. This was the reservoir which supplied the canal with water during its existence, and was kept up for years after the canal had been abandoned. It was drained off in 1882, and its bed is now a cultivated field, but Reservoir Station, on the Morrison Cove branch; still suggests its former existence at that point, and much of the stone work of the old dam remains to this day.

EYSEYSEYS

Climate, Water, Soil, Productions,





ITH the exception of occasional sudden changes

county is as fine as any in the north temperate zone; the latitude of Altoona being 401/2 degrees north of the equator; summer heat seldom exceeds 90 degrees Fh., and then for but a day or so at a time, and 100 is the maximum, only experienced a few hours at a time and for a few days in any year; many years not at all. The winters are just cold enough, usually, to make skating for Christmas and ice to store for summer and to have four or five weeks of sleighing in January and February. Zero weather only comes a few times during the winter and 15 degrees below zero may be considered the maxium of cold; some winters pass without even zero being reached. Generally speaking the summer warm weather is from 70 to 80 degrees Fh., and the winter cold 40 to 20 degrees. The warm bright days of late autumn and early spring have a beauty and balmyness peculiarly pleasant, and so delightful as to make mere existence a pleasure. This fact is attributable to the elevation and purity of the atmosphere.

The water, coming from the mountain streams where contamination is nearly impossible, is as pure as any in Nature's storehouse, and very pleasant to the taste. The supply, gathered at Kittanning Point reservoir and brought to the door of every house in Altoona through iron pipes and by force of gravity is, excepting after heavy rains, clear as crystal and in comparison with the water of Pittsburgh, Philadelphia or Harrisburg, a very nectar of the gods.

The soil of Blair County is a light gravelly loam or sandy, no heavy clay soil. That of the mountain sides and hills of course is stony and not very fertile, but in all the valleys it is rich enough to produce excellent crops, and in the vicinity of Altoona much of it is ultilized for market gardens and fruits. Vegetables of all kinds, common to this latitude, grow well with the possible exception of melons. Fruits are plentiful and do well, except that peaches, when unsheltered by buildings in close proximity, are sometimes killed by late frosts. Apples are raised in considerable quantities, and no reason exists why more should not be grown, it being only necessary to plant and care for the trees. Every farmer has or may have apples, peaches, pears, plums, cherries and grapes in abundance, and even on small lots in town families often raise a sufficent supply for their own consumption.





Altoona's

Greatest

Illustrated

Journal

THE NEWS.

Issued every Sunday morning at 15 cents a month, or \$1.50 a year, payable in advance,

At the home of the News, No, 816 East Twelfth Street,









All kinds of Job Printing promptly

Done and neatly designed.



PRICES MODERATE.

Blair County in the Path of Empire.

LAIR COUNTY occupies an advantageous position in the path of Empire, being on the line of the most practicable route

between Philadelphia and Pittsburg and the West. Whatever improvements have been or may be made in this great highway, none are possible in the route; it has always been through Blair County, it will always remain here.

In 1740 to 1750 the Indian trail was up the Juniata river to its head waters near the site of Altoona and from thence across the mountains to the Conemaugh and westward along the valley of that stream. In 1815 to 1820, when a pike road was being constructed across the State it followed the same general lines. In 1825 to 1830, when a canal was projected, no better route could be found; and in 1850 to 1852 iron and steel rails for the locomotive were laid along the same path; each being an improvement on what had gone before and each passing through the heart of Blair County, increasing her business importance and adding to her wealth.

Time will also demonstrate that Blair County is on a favorable route for a great north and south railroad, which will be begun early in the coming



A Neat First Ward Residence, (C. M. Robinson, Architect.)



Residence of William F. Gable, Fourteenth Avenue, between Eleventh and Twelfth Streets.

century, if not indeed before the close of this one. Northward it will extend to Buffalo and Ontario, Canada; Southward to Baltimore, Washington and Norfolk, the coming seaport city of the South.

Future historians of Pennsylvania will have much to say of the wonderful County of Blair. The pseudonym "Little Blair," which was affectionately bestowed by some thoughtless admirer is quite inappropriate in referring to a county of such importance as this and should be eschewed by all patriotic citizens. Great Blair, phenominal Blair, or the Commonwealth of Blair, is a more appropriate appellation for the birthplace of Altoona City.

CHAIN OF TITLE OF THE ROBESON FARM ON WHICH ALTDONA WAS FIRST LAID OUT.

H

HE following chain of title to the original Altoona will be valuable as well as interesting to all owners of real estate within its limits: In

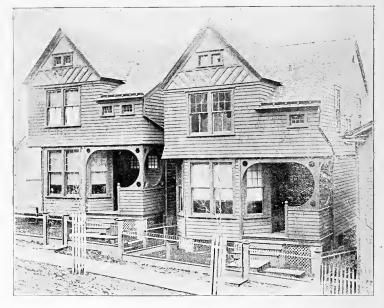
the beginning of the world, commonly supposed to be about 6,000 years ago, the entire surface of the earth was given to Adam and Eve and their descendants, and for a long time thereafter the land was held in common, was free as water and air, whoever would, might occupy and cultivate as much as he choose. As mankind became more numerous certain parts of the earth's surface became more desirable, and those in possession were, by common consent, admitted to have the best

right, and could not, with justice, be disposessed without assent and compensation. Thus, that which at first was free, became the absolute property of the individual or the State, and passed from one person to another, either by purchase and sale or by descent, in times of peace, although in war it was frequently taken by conquest.

On the discovery of America by Columbus, 403 years ago, North America was in possession of the Indians, whom, it is supposed, were the Aboriginese. That part, including the present State of Pennsylvania, as far as west as the Allegheny Mountains, was held by the Six-Nations, or the Irquois, as the earlier discoverers called them. But the land was also claimed by England, by right of first exploration, and Pennsylvania was given by King Charles II. to William Penn, by a great charter or deed, in part payment of a debt, which he owed to his father, Admiral Penn. The

debt was £16,000 sterling, or about \$80,000. This constituted the first sale of the site of Altoona that we have any record of. As the province of Pennsylvania contained 46,000 square miles, or 29,440,000 acres, Altoona's 224 acres were but a small fraction of it (one one hundred and thirty-thousandth part), and brought only about 60 cents. William Penn did not consider that his charter conveyed the Indians' title or right of possession and, therefore, he purchased large tracts from them at various times, as the growing population of the colony demanded more land for settlement, and the frontiers were pushed farther and farther westward.

The same policy was continued after his death, and, in 1754, by a treaty at Albany, N. Y., with the chiefs of the Six Nations, the lands lying west of the Susquehanna river, and between that and the Allegheny river, were purchased of the Indians for the sum of £400, or \$2,000. The Indians, however, were dissatisfied with the boundary lines of this purchase and, by another treaty, October 23, 1758, the limits of the grant were prescribed more particularly and considerably curtailed so as to include only the lands lying between the Blue Ridge Mountains on the east, and the summit of the Alleghenies on the west. The price realized by the In-



dians for the 224 acres was not over 10 or 15 cents. This gave the title to the heirs of Penn or the Commonwealth, and it was granted by them to John Baynton and Samuel Wharton, who obtained a warrant for 460 acres, including the site of Altoona. This warrant is dated July 28, 1766. The partial title conveyed in this warrant was by them conveyed to others of whom we have no record until it vested in James Galbraith, who obtained a patent from the State, dated February 16, 1802, thus perfecting his title. James Galbraith, at his death, devised it to his son, Patrick Galbraith, who afterward became involved in debt, and the land was

sold from him by John Patton, the Sheriff of Huntingdon County, to David McMurtrie, November 13, 1809. David McMutrie and wife conveyed the land to Samuel Noble, by deed dated May 19, 1812. Samuel Noble held it until his death, when it descended to his children, of whom John Noble was one and the other heirs conveved their interests to him so that he became sole owner. The deeds to him are recorded in Huntingdon County, in Deed Book, "A," Vol. 2, page 182, this having been part of Huntingdon County at that time. John Noble held the land until 1840 when he sold it to David Robeson, by deed dated May 1, 1840. David Robeson held it until 1849, when he sold it to Archibald Wright for \$11,000, the deed being dated April 24, 1849, and recorded in Blair County (Blair County having been formed in 1846), in Deed Book, Vol. "B," Page 441. The tract is described in this deed as follows: "A tract of land in Allegheny Township, County of Blair and State of Pennsylvania, to wit: Beginning at a post, near a small marked hickory, being the corner also of land late of William Orbison; thence north 41 degrees, east 130 perches to a stone heap; south 46½ degrees, east 289 perches to a hickory; south 41 degrees, west 131 perches to a stone heap; north 41½ degrees, west 21 perches to a stone heap, and north 46¼ degrees, west 268 perches to the place of beginning, containing 223 acres and 125 perches." Logau township was formed some years after this sale from a part of Allegheny Township.

Any person owning ground in Altoona, between Fourth and Fourteenth Avenues, and between Eleventh and Sixteenth Streets, should be able to trace a chain of title, by deed, will or descent from an intestate, back to this tract, and Archibald Wright, owner.

ANO ANG DAWARA

Lost Opportunities,



T IS said that fortune knocks once at every man's door and the same may be true of communities. The history of Central Pennsylvania furnishes two illustrations of this in which Blair County towns have failed to grasp a great opportunity and thereby lost a golden harvest.

On the construction of the Pennsylvania Canal westward from Huntingdon, Frankstown was the natural site for the great basin, being at the confluence of two branches of the Juniata where it could have been constructed much cheaper and better than at Hollidaysburg, but the ground desired for it was held at too high a price and the Hollidaysburg location was chosen instead. As a result Hollidaysburg soon became a thriving town and Frankstown fell into decay. Later when the Pennsylvania Railroad Company wanted land for shops, etc., they tried to purchase it at or near Hollidaysburg, but the price asked was too great and they chose a new location away from any town, and laid out Altoona, which in five years outstripped Hollidaysburg, and now contains ten times as many people—Hollidaysburg not having grown much beyond her population at that time, while in the volume of business transacted she has fallen off more than one-half.

It is sincerely to be hoped that Altoona, profiting by these examples, will avoid a similar fate.



X WHAT ALTOONA OFFERS. X

LTOONA, through her Board of Trade, offers to the capitalist a wide and profitable
field for investment; money will make money here if properly handled. There is a de-
mand for a bank or banks with a million dollars capital
To the manufacturer who has sufficient capital to erect and operate a good-sized plant Altoona
will give a suitable site, with a railroad siding free; stipulating only that it shall be permanent, and
guarantee a rich return for the money invested. Plenty of cheap labor can be obtained, coal for
fuel at \$1.25 per ton on the track, sufficient water for all ordinary purposes, raw material convenient,
and transportation of both raw material and manufactured product at reasonable rates:
To the fake manufacturer who wants ground, buildings and capital donated, while he furnishes
only cheek, she cannot offer so much, but, if he is able-bodied and willing to work, will guarantee
him a steady job on the street repairs at \$1.50 per day and tools furnished
To the wealthy person seeking a place to establish a home, and live a life of ease and refine-
ment on money previously accumulated, she offers one of the prettiest residence cities in the world;
finest scenery, purest air, most healthful and delightful climate, good schools and churches, the best
of associations, and all the advantages of the highest civilization. We are four hours from Pitts-
burg, twenty from Chicago, eight from Philadelphia, ten from New York
To the mechanic, in nearly every line, she offers a most desirable location. Skilled labor is
always in demand, the pay prompt and regular, and the industrious and frugal worker is sure of a
good living and a home of his own, which may be obtained through our numerous building and loan
associations for what is usually paid in rent. The best of public and parochial schools will be open
to his children, the churches will welcome him among them, and, in the genial surroundings of
Altoona, life may become "one grand, sweet song."
No better proof of Altoona's attractions can be adduced than the fact that few people ever leave
here, and of those who do the greater number return within a year fully convinced that it is the best
city in the best State of this the best of all countries in the world

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LOTS IN ALLEGHENY.

MILLMONT.

PARKHILL.

City of Altoona, Pa.

CAMP RIDGE. LAKEMONT.

and

NORTH LLYSWEN

Also Contiguous Lands in quantities to suit purchasers, for sale at low prices on easy terms.

ESTATE OF ELIAS BAKER, Deceased.

BLAIR,

安安安安安安

中华华华华华

Plots Are exceptionally well located for pleasant and healthful suburban homes; generally These upon high and dry ground-some of the lower parts not requiring cellar drainage-with the Logan Valley Electric Railway, a Steam Railroad, and the most public roads to Altoona through or beside all. Pure mountain water from Mill Run under head up to 200 feet, main pipe now down, distribution to be made when spring opens Gas and electricity to follow soon.

ADDITIONS TO THE

ALLEGHENY adjoins Altoona on the South-western side, with Steam Railroad and two lines of the Electric Railway, and all public roads entering on that side.

MILLMONT is between the Hollidaysburg Branch Railroad and the Electric Ra Iway South of the Mill.

PARKHILL adjoins Hollidaysburg Branch Railroad at Burket's Station, lays about Highland Park, with the proposed Electric Railway running through it.

NORTH LLYSWEN adjoins Llyswen on the North, on both sides of the Electric Railway,—between the Duncansville road and the Hollidaysburg turnpike.

CAMP RIDGE has the heavy cut through it by the Electric Railway, with the steep grade upon its side-a particularly attractive locality.

LAKEMONT covers the mountain side about Lakemont Park. The cheap lots, low railroad fares, publicity, pleasant and healthful location, makes it the place for the toiler, and the summer home of the well-to-do.

BLAIR is upon the Northern side of the city, with the Logan Valley Electric Railway through it, and main line of the Pennsylvania Railroad beside-opposite Blair Furnace.

THE LANDS are convenient to the City, and specially adapted to truck raising.

Maps of various parts on application.

S. C. BAKER.

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NE reflects with amazement and awe on the wonderful advancement that has been made during this century, now drawing to a close, in the methods of travel and the transportation of freight.

the methods of travel and the transportation of freight. At its beginning a great wave of emigration took place from the Eastern States of Massachusetts and Connecticut to Western Pennsylvania and Ohio, and the journey was made in wagons and on foot over the rudest kind of roads, or through forests destitute of any road, the trip occupying two months' time. But these hardy pioneers, the most inventive and ingenious people in the world, soon felled the forests, cleared farms and set forces in motion which accomplished wonders in a miraculously short time In 1815 to 1820 pike roads were constructed to many large cities and towns in this part of the United States, two of which crossed the Allegheny Mountains, one through Blair County and the other, the great Cumberland road, further southwest. The business of freight traffic over these roads in huge Conestoga wagons, as they were called, drawn by four to six horses, was large, and the transportation of passengers and the mails by stage coaches, reached a high degree of perfection. Stages running night and day, with frequent changes of horses and drivers, made the trip between Philadelphia and Pittsburg in the brief space of three days, and if a passenger could have endured the continuous strain, he might have covered the distance in the same short time.

The pike through Blair County was superseded as a



T. H. Wiggins, Member Board of Water Commissioners.



D. K. Ramey, Chairman Board of Water Commissioners.

highway for freight by the canal, constructed in 1826 to 1832, supplemented by the Portage Railroad across the mountains from Hollidaysburg to Johnstown, completed in 1833, and while the time of passage between the two great cities was not lessened by the new method it was a much more agreeable way to travel, and in summer



W. J. Heinsling, Member of Board of Water Commissioners.



Samuel A. Gailey, Water Superintendent.

time was patronized by through travelers to the neglect of the stage coach; but in winter, when the canal was closed by ice, the stage lines again held full sway. This was the situation until 1850, when the railroad, that triumph of modern science and mechanics over distance and ponderosity, was so far completed as to be available for the greater part of the distance, and two years later the iron rails extended in unbroken line between Philadelphia and Pittsburg, becoming, of course, the great highway of travel.

The reign of the pike was for less than twenty years, the canal barely that long, and the railroad has been supreme for a little more than forty years.

Thus, during the lifetime of many men now living, has a great State been transformed from a comparative wilderness to a highly productive empire, and the mode of travel been improved and brought to its present condition of perfection which, it would seem, cannot be much farther improved.

These facts, while not history of Altoona, are peculiarly appropriate in this connection, for the reason that they are among the causes which brought her into being, and the leading industry of Altoona is the manufacture of cars and railroad equipment for the great Pennsylvania Railroad which passes through her, extending the entire length of the State, and reaching out to New York on the east and Chicago on the west.

The Allegheny Portage Railroad.

This was the creature of necessity, man's genius seeming always equal to the task of overcoming apparently insurmountable difficulties. A canal could not be constructed over the Allegheny Mountains: to tunnel them was impracticable, but a highway must be built,

and engineering skill solved the problem by constructing the "Portage," between Hollidaysburg and Johnstown, to connect the two sections of the Pennsylvania Canal. It was undoubtedly the greatest engineering feat known to history at that time. The distance between the two points was about 36 miles, and the highest altitude passed over was 1,399 feet above Hollidaysburg, and 1,172 feet above Johnstown. The road was begun in 1831 and completed in 1833, at a total cost of over \$1,500,000. The rails used were imported from England, were very short, as compared with rails now used, and were laid on large, square rocks placed three feet apart instead of wood ties as at present. These rocks did not extend the width of the track, and only one rail was attached to each, except where the rails joined. The plan of this road was to draw cars up an incline several hundred feet by means of a cable and stationary engine, haul them for some miles on the level by horse power and locomotive engines to the foot of another incline, up which they were drawn by another stationary engine, and so on to the summit, then descending in a similar reverse manner.

The stationary engines were of 35 horse-power, two at the head of each incline. Freight was at first transferred from the boats to cars for transportation over the mountains, but later it was found practicable to build boats in sections, and take each section, on a car, across the mountains and then connect them again. This road was used until the completion of the Pennsylvania Railroad over the present line in 1854, soon after which (1857) the public works, including the canal and this road, were sold by the State to the Pennsylvania Railroad Company, who, by the purchase, relieved the State of an unprofitable property, and at the same time disposed of a competing line.



C. A. Martin, Secretary Board of Water Commissioners.

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Early Industries of Blair County.

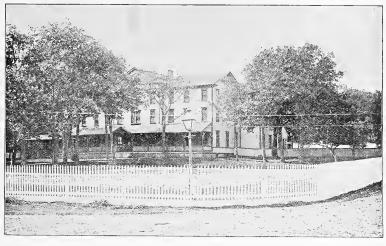




ONG before the era of public improvements began, when the

Country was new and but sparsely settled, the manufacture of iron engaged the attention of some enterprising spirits, and as iron ore was found in considerable quantities cropping out of the hills, and lying almost on the surface in other places in many parts of the Juniata Valley, crude furnaces were erected and the ore smelted by the use of charcoal for heat. The capacity of these furnaces was quite small-five to fifteen tons per week-and the iron was produced at a great outlay of labor, but the quality was excellent. The market, however,

strange as it may appear, was not found here. Some products of iron were, of course, used in the county, but it required rolling mills and machinery to reduce it to steel and merchantable form, and, in order to realize any money for the product of these furnaces, it was necessary to ship it to Pittsburg where there were facilities for reducing it to useful shapes and sizes. At this time, there were no railroads, nor even passable wagon roads until 1820, and it is said the Juniata Valley

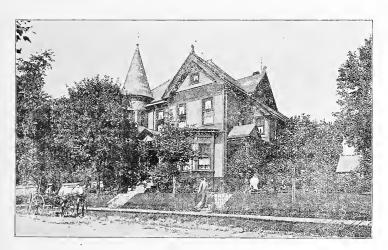


Wopsononock Resort Hotel, on the Summit of Wopsononock Mountain, Six Miles from Altoona, on the Altoona, Clearfield and Northern Railroad.

iron was carried over the mountains on the backs of pack-horses and mules to Johnstown, and there loaded on flat-bottom boats or rafts and floated to Pittsburg, on the Conemaugh river to its junction with the Allegheny river at Freeport, and from thence down the latter stream. The boating of iron to Pittsburg was quite an important industry prior to the construction of the canal, but after it was built it took the traffic until the establishment of rolling mills at Johnstown by the Cam-

bria Iron Company. The first small iron furnaces erected within the present limits of Blair County were as early as 1805 to 1812, but, beginning about 1830, larger ones were constructed, and some rude forges where, with a trip-hammer, the iron as it came from the furnace was worked into bars and billets by a slow and laborious process. Elizabeth, or Sabbath Rest Furnace, about four miles east of Altoona, and Blair Furnace, two miles east, were built probably about 1830, and Baker's-" Allegheny "-in 1835-6 by Elias Baker. There had, however, been a small furnace erected here in 1811 by Robert Allison and - Henderson, but it had been out of blast for fifteen years.

The Elizabeth and Allegheny Furuaces were both large plants for



Residence of A. Grieson, 2624 Seventh Avenue.

the time and place, and were important factors in the development of this portion of the State. Now, however, their fires have long since gone out, and only the picturesque ruins and the name remains to this generation where a former one found busy life and industry at a time long anterior to the earliest beginning of Altoona.

In this immediate vicinity, in 1840, the manufacturing industries comprised the three furnaces above mentioned, and Mary Ann Forge, at Elizabeth Furnace, the grist and sawmill of George Pottsgrove, the saw and gristmill of Benjamin Crissman, on Mill Run, the small distillery of Michael Hileman, in Pleasant Valley, and the ax factory of Daniel Colclesser, at Eldorado.



Rev. D. S, Monroe, D. D., Secretary General Conference Methodist Episcopal Church, and Presiding Elder Altoona District Central Pennsylvania Cenference.





Rev. J. F. Hartman. Pastor Christ's Evangelical Lutheran Church.











Rev. C. L. Benseoter, Pastor Walnut Avenue M. E. Church.

New Industries and Coming Improvements.

INCE the printing of this book was begun one new enterprise has been established, and there are indications of many more, some of which

are assured. If Altoona never had a "boom" there is one coming in 1896. The Altoona Novelty Works have been incorporated and have established a plant at Twentieth Avenue and Eleventh Street, where, in a fine, large building originally erected for a planing mill, they are putting in machinery for the manufacture of a new bicycle roller brake, the invention of Dr. J. U. Blose; a curtain fixture, invented by another Altoona genius, also many other useful articles. They will be prepared to make all imaginable kinds of small machinery, and fixtures and novelties in wood, brass, copper, steel and other metals.

The Silk Manufacturing Company which now operates the Silk Mill here, as well as many other similar establishments in the East, being the most extensive silk manufacturers in the United States, are contemplating the erection of another mammoth silk mill near the present one, as they say labor and other conditions here are more satisfactory than at any other place in which they operate.

Two magnificent new hotels have already been commenced, the Schmitt House, on Thirteenth Street, between Eleventh and Twelfth Avenues, and the Central, at the corner of Eleventh Avenue and Eleventh



W. F. Taylor-Altoons Electrical Engineering and Supply Co.



James Foust, Coroner of Blair County,

Street, on the site of the old one, recently destroyed by fire.

One very large church will be erected during the year,
on the corner of Fourteenth Street and Twelfth Avenue,
and two others are contemplated at other points.



Reamer Hoke, Assistant Postmaster,

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> W. M. WITHEROW, Financier. TRIBUNE OFFICE

C. A. GREER, Secretary. TIMES OFFICE

Our Rulers % Past, Present and Future.

ROM the organization of Altoona as a Borough, in 1854, to the date of her charter as a city, ten persons held the office of Bur-

G. W. Patton, 1854 to 1855.

Thomas McCauley, 1856.

James Lowther, 1857.

Enos M. Jones, 1858 and 1859,

W. C. McCormick, 1860 and 1861.

John Allison, 1862 and 1863.

William Leonard, 1864 and 1865.

John Baer, three months in 1866.

H. C. Dern, balance of 1866.

Henry Fettinger, 1867.

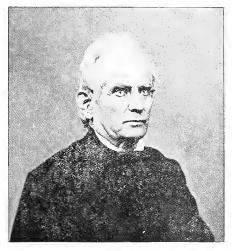
From the date of incorporation as a city, in 1868, to the present time there have been ten Mayors, including the present one, as follows:

George Potts, two terms, 1868 to 1872.

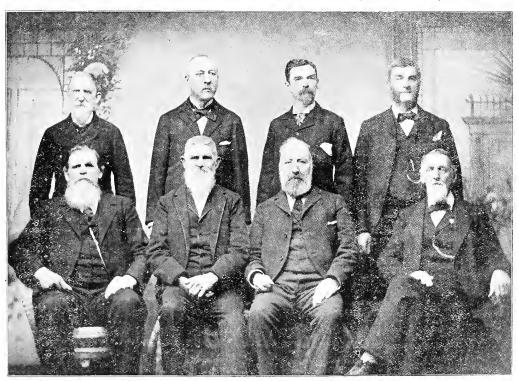
David Kinch, one term, 1872 to 1874.

David A. Gilland, two terms, 1874 to 1878.

Thomas Hurd, one term, 1878 to 1880.



General James Potts, First Mayor of Altoona.



David Kinch, S. J. Breth,

W. T. Howard. Thos. Hurd.

Theo. Burchfield. C. J. Mann.

D. A. Gilland. E. H. Turner.



H. C. Barr. Mayor-Elect.

William T. Howard, two terms, 1880 to 1884. Charles J. Mann, one term, 1884 to 1886. Samuel J. Breth, one term, 1886 to 1888. Edmund H. Turner, one term, 1888 to 1890. Theodore Burchfield, one term, 1890 to 1893. Samuel M. Hoyer, one term, 1893 to 1896. All the Mayors are now living, except the first one,

BIOGRAPHICAL.

George Potts.

GENERAL GEORGE POTTS was born May 8th, 1806, in Butler County, Pa., and followed farming for some years. In 1830 he was elected brigadier general of militia. In 1840 he represented Butler County in the State Legislature, and in 1844 was appointed weighmaster at Hollidaysburg, by Canal Commissioner Hugh Martin. This position he held until the purchase of the public works by the Pennsylvania Railroad Company, by whom he was retained, but transferred to Altoona. During the war of the Rebellion he was in the employ of the Government in the railroad service in the South. He was elected first Mayor of Altoona, and served two terms of two years each, from 1868 to 1872. He died in Altoona December 10th, 1872.

DAVID KINCH, the second Mayor of Altoona, was born in Porter Township, Huntingdon County, Pa., October 22d, 1833. He learned the trade of blacksmithing at Huntingdon Furnace, and has worked at it all his life, excepting while holding the office of Mayor. He came to Altoona in 1867 and has resided here ever since. Has been in the employ of the Pennsylvania Railroad ever since his term of office expired.

DAVID A. GILLAND was born in Huntingdon County. He went to Hollidaysburg when a young man and learned the carpenter trade, which he has followed in connection with contracting and buiding all his life, except while serving the people in an official capacity, or as a soldier in the war. He served nine months in Company I, 137th Pennsylvania Volunteers, after which he went to Tennessee and served in the Government construction corps, building bridges. He came to Altoona in 1865, and has occupied a prominent place among her business men ever since. Was elected Mayor and served two terms, from March, 1874, to April, 1878. In 1879 he was elected to the State Legislature and served two years.

THOMAS HURD was born at Salona, Clinton County, Pa., September 8th, 1824, and in youth learned the trade of shoemaking, at which he worked many years. He went to Holidaysburg in 1844 and remained there until 1867 when he removed to Altoona. He served nine months in the army in Company A, 125th Pennsylvania Infantry. He was Mayor of Altoona one term, from 1878 to 1880, since which time he has been in the employ of the Pennsylvania Railroad Company; has good health and works regularly although nearly 72 years of age.

William T. Howard was born in Washington, D. C. May 7th, 1841, and came to Altoona in 1870. He learned the trade of painting in his youth and followed that until his election to the office of Mayor of Altoona, which position he held two terms, retiring in 1884. He served two years and one month during the war, in Cole's 1st Maryland Cavalry. Since his last term as Mayor he has held several important positions at Harrisburg during the sessions of the legislature. He is a prominent Republican politician and his influence is eagerly sought by all aspirants for office in that party.

JUDGE CHARLES J. MANN was born November 20th, 1823, in St. Lawrence County, N. Y., near Ogdensburg. He learned the trade of blacksmith, but did not work long at it on account of ill health. He came to Pennsylvania in 1847, and clerked and kept store for a coal company in Luzerne County for several years. In 1857 he came to Altoona and was engaged in the mercantile business until 1869. He was elowed Associate Judge of Blair County in 1873, and held the office one term, five years; Mayor, one term, 1884-86; was engaged in the insurance business for a number of years and is now Alderman of the Fourth Ward, Altoona.

Samuel J. Breth was born at Patchenville, Clearfield County, Pa., May 1st, 1839, and came with his parents to Holidaysburg in 1843, where he attended school for a short time. On the death of his father in 1849 he was thrown on his own resources at the early age of ten years and his youth was spent in hard work on a farm and in the lumber districts, with an occasional short period at public school. Until the beginning of the war he worked at farming, wood chopping and logging in Blair and Clearfield Counties. On August 28th, 1861, he was enrolled in Company G, 11th Pennsylvania Volunteers, in which regiment he served three years. He was wounded at Reams station on the Weldon Railroad, Virginia, August 25th, 1864, and remained in the hospital till February 1st, 1865, when he was dischaged

on account of disability and expiration of term of service. He came to Altoona in 1865 and was employed by the Pennsylvania Railroad Company, here and in Holidaysburg, as an engine hostler until 1881, when he went into the grocery business. He was elected Mayor in 1886 and held the office one term, at the expiration of which he again started in the grocery business which he still continues. He is largely interested in building and loan associations, holding stock in a number, as well as being a director in three.

EDMUND H. TURNER was born in Williamsport, Washington County, Maryland, December 25th, 1821. He came to Pennsylvania in 1850 and to Altoona in 1855. He learned the machinists' trade in his earlier years and has followed that the greater part ot his life. He was general car inspector for the Pennsylvania Railroad Company before his election to the office of Mayor, and has been in their employ since his term expired. He



T. D. Hughes, Ex-Sheriff of Blair County.

was elected in 1888 and served one term of two years to 1890.

Col. Theodore Burchfield was born in Juniata County, July 21st, 1840, and came to Altoona in 1865. He learned the art of printing in the city of Harrisburg, and was engaged in that business until his election to the office of Mayor in 1890. He served in the army fourteen months, in the 126th and 196th Pennsylvania Volunteers. He was a member of the State Legislature from Blair County two terms, from 1881 to 1884. He is at present Colonel of the Fifth Reginent, National Guards of Pennsylvania, which office he has held since 1878.

Samuel M. Hoyer, the present Mayor, whose term expires in April, 1896, was born in Cambria County, Pa., March 13th, 1856. Was superintendent of a coal mine in Cambria County. Came to Altoona August 1st, 1880,



F. A. Winter, Music Dealer,

and engaged in business—coal and builders' supplies in which he has continued ever since.

Henry C. Barr, Mayor-elect, was born in Gaysport, Blair County, March 16th, 1853, and received his early education in the public schools of Hollidaysburg. He came to Altoona in 1869 and entered the employ of the Pennsylvania Railroad the following year in the black-smith shop, under instructions, and has continued at the same occupation ever since. He was a member of Common Council in 1888 and 1889 from the Fourth Ward. He was elected Mayor of Altoona February 18th, 1896, and will assume the duties of the office April, 6th proximo.



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It is a view of Westmont.

Westmont is a suburb of Altoona.

Don't you think those are neat and comfortaable houses? Would you like to own one of them?

You can do so as easily as paying rent. They are sold on monthly instalments.

ous building and loan associations of Altoona, and you can pay off the loan for what you would pay in rent, and thus, in a few years, have a home of your own.

This picture represents the view obtained looking away from Altoona toward Hollidaysburg. If you stood where the artist did, and should look in the opposite direction, you would



View of Westmont, Looking Southeast From Main Line of Pennsylvania Railroad. (Beezer Bros., Architects).

The street cars run from the business centre of Altoona to within five minutes walk of Westmont every 15 minutes, and the fare is only 5 cents.

After the completion of the Broad street extension to the Park and Hollidaysburg this Spring there will be a 7½-minute schedule.

Westmont has pure air, excellent water and is a pleasant place to live.

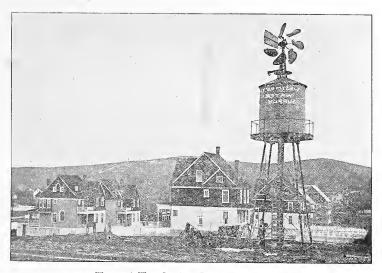
Lots can be bought here very low—\$300 to \$600—on easy monthly payments.

A house may be built on a lot and the money to pay for it borrowed from one of the numersee that Altoona and Westmont are very close together.

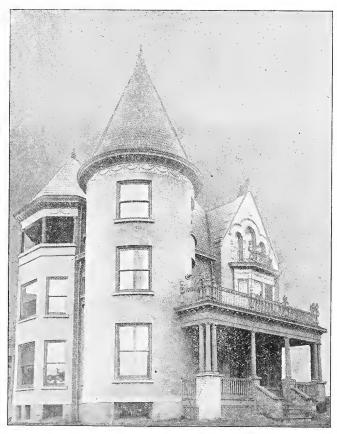
If you would like to know more about Westmont, go and see E. H. Flick, the lawyer. His office is in the Mateer Building, on Eleventh Avenue, between Fourteenth and Fifteenth Streets.

Mr. Flick is the founder of Westmont, and owns a great many lots there.

He will be glad to tell you all about the place, and to sell you a lot, or a house and lot, on such easy terms that you can buy. Whether you buy or not, Mr. Flick will be glad to see you and talk with you about Westmont.



Westmont's Water Supply. (Beezer Bros., Architects),



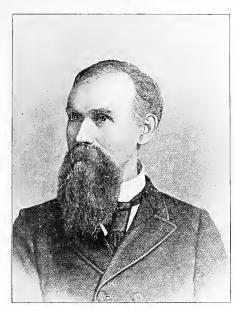
Residence of Thomas M. Gift, cor. Eleventh Street and Fifth Avenue. (Beezer Bros., Architects),



Residence of W. L. Nicholson, West Chestnut Avenue near Twentieth Street.



Residence of A. J. Anderson, corner Thirteenth Street and Sixteenth Avenue,



Samuel L. McCarthy, M. D.



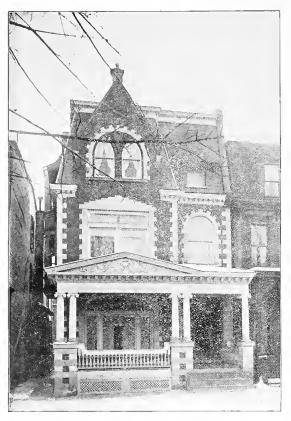


William D. Hall, M. D.





Residence of W. G. Anderson, Thirteenth Avenue, between Eleventh and Twelfth Streets. (Beezer Bros , Architects).



 $\label{eq:Residence} \textbf{Residence of George Rudisill, Twelfth Avenu 2, bet. Eleventh} \\ and Twelfth Streets. \quad (Beezer Bros., Architects).$



Soldiers' Monument, Fairview Cemetery, Erected in 1867.

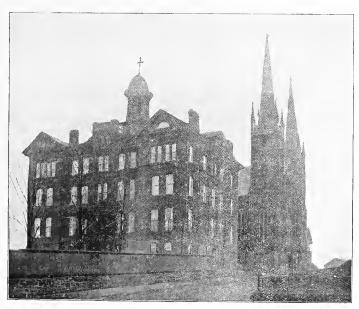


Residence of W. H. Markland, Broad Avenne near Twenty-second Street. (Robinson & Crockett, Architects).



Brant House, cor. Tenth Avenue and Twelfth Street. John Schenk, Prop.





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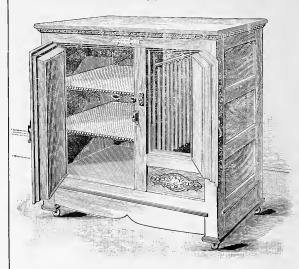
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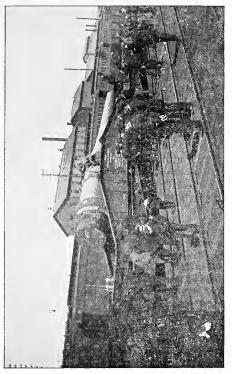
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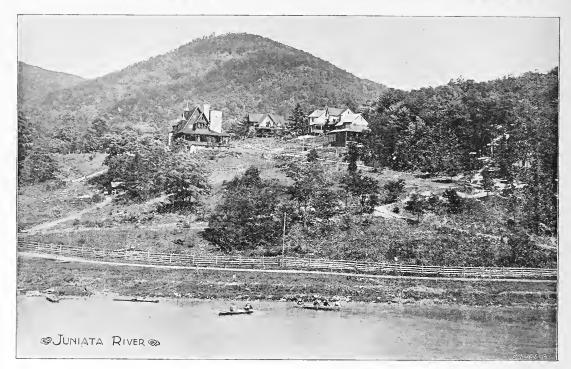


Residence of M. McCann, Seventeenth St. near Twelfth Ave.



Woodcock Building, Eleventh Avenue, between Fourteenth and Fifteenth Streets.
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x POINT VIEW. x



OINT VIEW is located on the Juniata River, ten miles east of Hollidaysburg and eighteen miles by rail from Altoona. The location is charming and picturesque, being a miniature valley, drained by a babbling brook, hemmed in by four towering mountain peaks, dotted with numerous springs of pure, soft water, shaded by forest trees of mature growth, and washed by the winding river, which at this point and for a distance of three miles is both wide and deep.

Ruins of an old circular stone furnace and of other stone buildings stand as landmarks of a past generation, and silently inspire the thoughtful with admiration for their builders, those early pioneers in the great iron industry.

Not far from here ran the old Kittanning trail, followed in peace and war by the Indians. Right through these grounds is seen the grade of the old State Road, abandoned in 1819. Bordering the grounds on the North runs the old turnpike, once the main highway of the state between Philadelphia and Pittsburg, while on the Southern boundary we have the "Three Mile Dam," which formed part of the Juniata Canal, built by the state, and which superseded the turnpike as the the main artery of commerce, it having been part of the Portage system of canals and railroads.

The Point View Cottage Association own this land and have erected summer cottages, which are rented by the week or month. For further particulars address T. H. Wiggins, President, Altoona, Pa., or P. W. Snyder, General Manager, Hollidaysburg, Pa.

- Additions and Corrections,

During the printing of the book the following errors or omissions occurred: Mileage of the Electric Passenger Railways, on page 25, should read: Miles within the city, (i. e.) betwen the power house and Juniata, thirteen; Juniata to Bellwood, five; power house to Gaysport, including double track, seven. Total, twenty-five.

On page 35, S. B. Council, should read Foreman only, instead of General Foreman

Mr. Seeley, of the Pennsylvania Ice Co., on page 126, initials should read F. H., instead of F. M.

Beezer Brothers were the architects of the Mateer Building, shown on page 96, and of W. L. Nicholson's residence, on page 166, and M. McCann's, on page 171, and John T. Fluke's, on page 92.

Robinson & Crockett were the architect's of the Fay, Hutchison & Co. Building, on page 97; also, of A. Griesen's residence, on page 155, and of E. N. Jones', residence, Llyswen--see back cover.

The residence of C. M. Robinson, shown on page 128, is now building at 1906 West Chestnut avenue, instead of near Hollidaysburg.

The monthly sales of clothing, as given on page 46, should be \$25,000, instead of \$250,000.

The new officers of the Edison Electric Illuminating Co. for 1896, are: W. R. Dunham, President; A. J. Anderson, Secretary and Business Manager; Henry Crider, Treasurer; E. B. Greene, Superintendent and Electrician; W. R. Dunham, Joseph Nixon, John Lloyd, S. H. Smith and A. J. Anderson, Directors. The office of the Secretary, after April 1st, will be in the Schenk Building, 1109 Fourteenth Street.

Mayor Potts, on page 159, should be George, instead of James.

In Lawyer Hammond's card, on page 63, the middle initial should be S. instead of L.

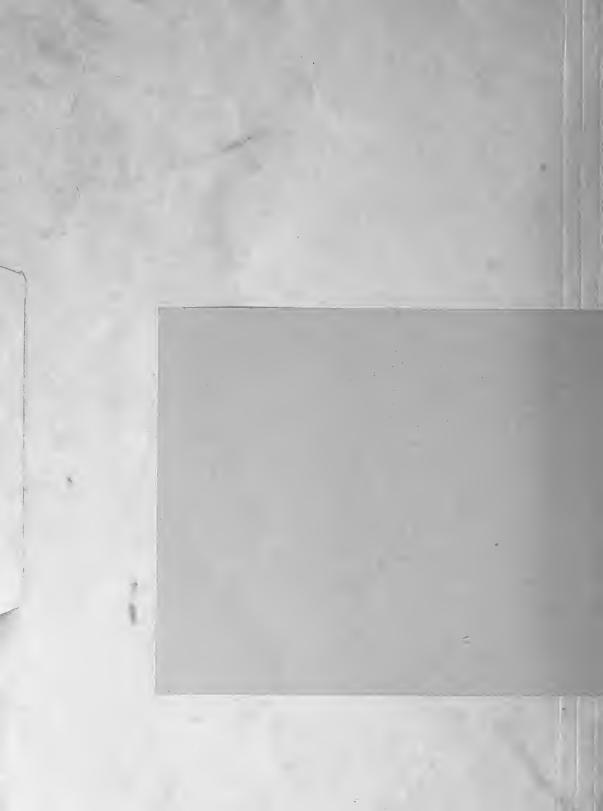


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% THE END %



LOOKING BACKWARD

BUT NOT BY

EDWARD BELLAMY.

BEAUTIFUL, mellow autumn day in October, 1927. The atmosphere exhilarating and redolent with the soft-mingled aroma of ripened

fruit and dying verdure; the gentle zephyrs feeling like the contact of silken velvet on the cheek; a suggestion of smoky haze, just sufficient to soften the bright rays of the sun; a gentle stillness pervading all nature, and lifting the soul of man very near to his Creator. A day such as is seen only in the Middle Alleghenies.

Two old men seated in the observatory of the Government Building. Altoona, gazing with manifest awe and admiration on the magnificent city, spreading out in every direction for miles, covering all the valley and smaller hills, and climbing the mountain sides for sites for beautiful villas, their faces a study for a student of human nature if he could withdraw his attention from the delightful surroundings.

One face showed evidence of perfect satisfaction, as if life had been a success and present environments were all that could be desired. The other, while evidently pleased with what he beheld, still, contained a troubled look, as if unpleasant memories were awakened, and the furrows of care on the aparently intellectual brow were were plainly discernible.

Long they sat, each apparently intent on the charming scene below, or carried back again over life's path in memory's fleet chariot.

At length, the latter, turning slowly to his companion, said:

"Mr. G-, you do not recognize me, but I know you, and in years long past we had intimate business relations with each other; both of us were trusted by the citizens of Altoona-then a youthful and growing town-with a part in the management of her business affairs. You have spent your life here; have witnessed the city's phenominal growth, and in the faithful discharge of your duties and the industrious prosecution of your business, grown rich and honorable as well as aged and gray. I left the city during a period of financial depression-went, let me confess it, to my sorrow and regret, without settling with my creditors, and those who had trusted me, and without a word of farewell to friends-to Australia, where, by a misfortune as sudden as it was unforeseen, all I took with me was lost, and, beginning anew, I have barely, in the course of thirty years incessant toil, accumulated enough to bring me back to this Eden, pay the debts contracted long ago. and give me a decent burial in the soil of Pennsylvania "I understand that Altoona now has a population of 310,000 inhabitants; that her assessed valuation is \$275,000,000, and that she is the third city in the State in wealth and population; that, in addition to the immense shops of the Pennsylvania Railroad Company, employing 10,000 men, and the Buffalo, Altoona and South Continental Road, employing 8,000, there is an electrical-supply factory, employing 5,000; novelty works, employing 3,000; three cotton and two woolen factories, whose employees aggregate 7,000; silk mills, employing 4,000; a furniture factory, employing 1,000; four large shoe factories, employing nearly 1,000 in each; clothing factories, giving work to 2,000 persons; a piano factory, with 500 employes, besides numberless other industries which it was thought in 1895 could not succeed because of the high freight rates.

"I learn that the South Continental Road when constructed through here in 1903 abandoned the old policy of avoiding grades, cuts, and fills, the winding in and out, crooking hither and thither to follow some stream channel, saving a little in the first outlay of construction at a cost of greatly increased operating expenses ever afterward, and, properly regarding a railroad as a convenience not for this century only, but for centuries to come, built a road which was an air-line from Buffalo to Altoona, from thence direct to Washington, and from thence straight to New Orleans, making but two changes of direction from start to finish, and at no point with a grade exceeding 30 feet to the mile.

"The road cost \$100,000 per mile on an average, but the saving in distance was more than 20 per cent, and the saving in rolling stock and operating expenses in the twenty years it has been operated, I am told, has been

equal to \$30,000 per mile, to say nothing of the benefits accruing from rapid transit. For example: From Buffalo to Altoona in a direct line is 180 miles, but by the old method of weaving around the foot of hills and following streams to save grading, it would have been not less than 250 miles. That means 80 miles of road for nothing. The operating expenses of this division last year were \$8,000,000, equal to \$44,444.40 per mile; but had the road been 80 miles longer it would, at the same rate, have been \$11,555,000. The difference of \$3,500,-000 represents the saving to the company in one year on one division; but who can estimate the value of the time gained by travelers who avoided that extra 80 miles ride. or what was saved to shippers of perishable goods in losses from decay. The saving of distance between here and Washington is, of course, not so great, owing to the topography of the country intervening, and from Washington to New Orleans it is still less in proportion to distance, but on the entire line it amounts to over 200 miles. This immense gain, I am told, was so apparent that the "Pennsylvania" at once began to straighten their line, leaving but three curves. They made it a a straight line from Philadelphia to Harrisburg, from Harrisburg straight to Altoona, and from here direct to Pittsburg, shortening the line between the two great cities 81 miles; and, it is said, that in the fifteen years since the improvement was completed the actual saving on rolling stock, wear of rails, keeping track in repair, and time of trainmen, has been equal to the original cost of the road when first completed in 1854. The only substantial loss sustained as a result of this improvement was the famous "Horse-Shoe Curve," which through travelers never see now; but, by stopping over in Altoona and taking an electric car to the magnificent hotel erected in the "Kittanning Park" they may see the "Bond" and ride around it.

"The only objection ever offered to this straight-line idea was that it left so many towns without a railroad, but that difficulty was obviated by the electric feeders ers that branch from the main line every few miles and reach all the small places for a distance of ten to forty miles on each side of the road. New cities have been built at different points on the present straight lines, and they will gradually take the place of importance formerly held by those at a distance. The change enriched land owners where the new towns sprung up, and ruined others in the places that suffered decline, but this is one of fortune's freaks, and, in time, all will be adjusted to the new and improved conditions.

"No feature of the new methods of railroading impressed me more strongly on my trip here from New Orleans than the precautions now in vogue for protecting the lives of travelers and employes, and the method of taking on and letting off passengers on the through trains. I remember so distinctly when the double track of the Pennsylvania Railroad, then, as now, the model railroad of the world, had no side-guards; when trains were run at a rate of from forty to sixty miles an hour, even around sharp curves, trusting to gravity alone and an almost insignificant flange on one side of each

rear-end collisions were not uncommon, nothwithstanding the block and signal system, which was considered so near perfection; when hundreds of employes and many passengers were killed each year by railroad accidents in the United States, that the coroner's juries said could not have been averted; when the wheels and axles of the cars were placed under the body of the cars and engines, where they could not be examined except by stopping the train. Then, when the engineer pulled out from the station with his train load of human freight after the wheels had been examined, the bearings oiled, and all supposed to be right, he opened wide the throttle, and, with a blind trust in Providence, shared also by the passengers, shot through the open country, over mountain and hill, through forest and tunnel, and across dark rivers, "limited," making no stop between Harrisburg and Altoona, and during that 134-miles ride neither the engineer nor any trainman could watch the journals or wheels or axles for signs of weakness. They might run for miles after a flaw or break would have been manifest could they have been watched, but the first intimation that came to engineer, crew or passenger was an awful wreck, in which forms were mangled and souls launched into eternity. And vet such accidents were regarded as occasionally unavoidable! Now, with side-guards of sheet steel, which render it impossible for a car to leave the rails; with the track a straight line, which is never crossed or broken by a switch-all transfers of cars from one track to another being made by huge and powerful cranes; with a watchman stationed every six miles, and in plain view each of another, every inch of the track discernible with the field-glasses carried by them, and with a track patrol passing over the road ten minutes before each train is due; with the car wheels 12 feet in diameter instead of 42 inches, four wheels to each car instead of sixteen and placed at the end of each 60-foot car instead of under it, where the engineer can examine every part of the axle and bearing while going at full speed, and, of course, stop the train at the first indication of weakness, the time from Harrisburg to Altoona has been reduced to ninety minutes, and not a single accident has occurred in ten years past. In fact, an accident, in the face of all the care now taken to prevent it, would seem as much the intervention of a supernatural and malignant power as the safe journey of other years denoted a special benign providence in view of the awful risks, then so thoughtlessly taken.

wheel to keep them on the track; when head-on and

Of course passengers on these swift trains miss the pleasure formerly experienced in viewing the scenery along the road, as there are now no side windows to the cars, all light coming in from the top, softened by tinted glass, but they avoid the headaches formerly endured as a result of that same landscape viewing, and are in no danger of pneumonia from some crank raising windows and letting in a chill draft; and, if scenery is desired, they may have it at the expense of time by traveling from town to town on the electric roads which connect all, and accommodate the local traffic.

"As these fast trains only stop at the largest cities-Philadelphia, Altoona, Pittsburg, Columbus, etc.-passengers from smaller places, like Lancaster, Harrisburg, and Johnstown, are taken on and let off by the very simple plan of an accompanying car and engine, which runs on a lighter track at the side of the main line for five miles on either side of these embarking stations, making a straight stretch of ten miles. The passengers from Harrisburg for the West get into this car, and their baggage is loaded on a truck. Then the embarking carruns east to the end of its line, and, as the swift through-train comes along and reduces its rate to forty miles an hour, the embarking carruns along by its side. In one minute their speed is the same, and the passengers and baggage trucks are passed across to the through train; at the same time, a truck with all baggage for Harrisburg is transferred to the embarking car. The passengers who wish to stop at Harrisburg step on to the embarking car, and, the transfer being completed in three to five minutes, the through train darts off at her usual speed of seventy-five miles an hour, while brakes are applied to the embarking car, and it comes to a stop a mile or two west of Harrisburg, and, returning to that city, the passengers are landed.

"Of course there are no grade crossings, carriage roads being now all carried over or under the railroad tracks.

"Yesterday I made a partial tour of the city to note its growth and improvement, and was much pleased with what I saw. Remembering that Gospel Hill had been a favorite point of observation, I directed my course thither, and was surprised at the beautiful park or "battery" which now crowns that eminence, and the magnificent residences that face it on three sides, leaving the side toward the southeast unobstructed. About 20 feet of the extreme top having been graded off, and a stone wall and parapet built along the southeast side, it leaves a perfectly level surface of 300 by 400 feet between Fourteenth and Fifteenth Streets, on which, in artificial soil, is now growing beautiful shade trees, with some small spots of green lawn interspersed and lining both sides of the cement walks. There are also a number of fine statues and monuments. From the massive stone parapet on the southeast side a delightful view of part of the city is obtained, while from the observatory, rising 200 feet from the west corner, one may sweep the horizon, and, with a good field glass, see every portion of the beautiful city, as well as the many rich villas and palatial residences on the suburban hill sides.

"In addition to almost universally paved streets and cement sidewalks, both of which are kept perfectly clean, telegraph and telephone wires in underground conduits along with the gas and water pipes, street cars propelled by storage batteries, and other similar improvements, I learn that your municipal affairs are in a most prosperous condition, all property—except new residences built within five years—assessed at its actual cash value, and the total tax levy only eight mills on the dollar; absolute freedom from municipal debt, politics entirely eliminated from the choice of city officials, and

every officer, as well as every board of control, free from the least suspicion of personal interest,

"The principal causes, as I understand them, which have led to the remarkable growth of Altoona, were:

First. The fact that many wealthy people from New York, Boston, and other seaport cities came here to establish homes after the fearful bombardment of these places by the combined fleets of England and Spain, which countries declared war against the United States when the latter freed Cuba from the dominion of Spain, fixed the boundaries of Venezuela for England, and then gave notice that within a certain limited time all colonial dependencies of European Powers in America must be given their independence, or, at least, home rule, free from all tax levies by the mother country.

"Second. The resolution of Councils to tax vacant lots at their full value, and, when built upon, not to increase the assessment for five years, or to exonerate from payment if assessed. This idea originated in Altoona, and it was but a short time until a building boom unprecedented in any city began. The vacant lots in the central portions were first covered with fine buildings, and that enhanced the value of suburban property, which the city limits were from time to time enlarged to embrace, and the increasing building operations brought in other business of every kind. Manufacturing establishments were built and flourished; everybody made money, and Altoona became known all over the United States as a second Golconda. Matters have settled down now after the feverish rush of ten years, in which hundreds of fortunes were made, but all the manufactories are running steadily and at a profit, and Altoona, instead of a Mecca for agents and salesmen from a distance, makes nearly everything her people use, and has representatives in all the states of the Union taking orders for goods made here.

"That the United States punished and humiliated the attacking powers for the bombardment by landing 500,000 men in England thirty days afterward, marching into London and taking down the Parliament House piecemeal and making a stone and rubbish heap of it, besides collecting an indemnity of one billion dollars from Great Britain, while the Spanish monarch, with his entire ministry, was compelled to come to Washington and apologize personally to the President, was a sufficient vindication of the power of the United States and rendered any subsequent similar disaster improbable, still, many people concluded that they preferred to live inland since war ships carried guns throwing deadly dynamite bombs twenty miles; and Altoona, with its delightful surroundings and healthful climate, attracted them by thousands.

But why enlarge on a subject, so familiar to you, however wonderful to me. These facts are now a part of history, and Altoona has attained such prominence in America as none could have foreseen in 1895, or have believed had it been predicted. It is, of course, fortunate for mankind that the future is a sealed book, and that our vision is extremely limited except when looking backward."

THE LEADING PAPER IN CENTRAL PENNA.



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Analyzed, Epitomized. Published by Direction of the Board of Grade.

C. B. Clark,

Managing Editor.

Issued March, 1896.



The Altoona Board of Trade meets the first Friday of each month at 8 o'clock c. W. in their rooms.

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